Metro Cordon Count Program – 1985

Metropolitan Toronto Planning Department
Transportation Division

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PREFACE

The Metro Cordon Count Program was established in 1975 by the Metropolitan Toronto Planning Department, following discussions with other planning and operating agencies within Metropolitan Toronto and the surrounding Regional Municipalities. Agreement was reached on the need for regular collection of consistent, comprehensive, Metro-wide data on daily vehicle and person movements, to assist in the monitoring of changes in demand and the planning of additions and improvements to the transportation system. The Program was designed to be as compatible as possible with the historical cordon count programs of the City of Toronto and the Toronto Transit Commission.

The Program has subsequently been carried out biennially. As with the 1983 Program, the 1985 Cordon Count was actually conducted over a two-year period; the Downtown Cordon and Downtown Core Cordon were surveyed in 1984 and the remainder of Metropolitan Toronto in 1985. The counts were undertaken by the Metropolitan Planning Department with the cooperation of the City of Toronto Department of Public Works, the Toronto Transit Commission (TTC), the Ministry of Transportation and Communications (MTC) and GO Transit. The assistance of the above agencies is greatly appreciated.

In 1985, counts were carried out during approximately the same period by the neighbouring Regional Municipalities of York and Peel using compatible standards.

This report presents a summary of data from the 1984 and 1985 counts, and provides comparisons with the earlier counts. It should be noted that the report contains only a small portion of the total amount of information collected. Attempts to draw detailed conclusions should be made only after all the relevant information has been considered. This caution is made because factors such as road construction, weather, accidents, and transit equipment failures can have significant effects on counts, and therefore, on comparisons with information collected in previous years. For 1985, the tenth anniversary of the Cordon Count Program, a number of changes have been made to both the format of the report and the graphical and tabular summaries of data. Two new cordons are reported on - the Central Area, which replaces the Railway Cordon, and the Extended Core Cordon. Full details are given in the main text. It is expected that these revisions will provide a more readable and informative report which will facilitate use.

HIGHLIGHTS

The selected results presented in this report are but a partial summary of the available information intended to illustrate the nature of the data collected, and to provide various useful statistics regarding travel in Metropolitan Toronto. Metro Cordon Count data is utilized by the Metro Planning Department and other agencies on an on-going basis as input to specific studies and in response to various information requirements.

The following table indicates the magnitude of the changes in cordon volumes and a comparison with previous two-year rates of change:

PERCENT INCREASE IN
VEHICLE AND PERSON TRIPS CROSSING MAJOR CORDONS*

(7:00 a.m. to 7:00 p.m., Two Way Totals)

		Metro Boundary	Suburban	Central Area	Downtown** Core
Total Vehicles	1975-77	15.4	6.3	3.4	3.6
	1977-79	11.7	5.9	4.2	3.3
	1979-81	16.3	4.9	-1.1	4.2
	1981-82	-	-	-	**-3.7**
	1981-83	5.9	2.3	4.2	-
	1982-84	-	-	-	**12.1**
	1983-85	13.9	6.9	3.4	-
	1975-84	-	-	-	**20.4**
	1975-85	80.7	29.2	14.9	-
Total Persons (by auto & transit)	1975-77	16.9	7.6	3.1	4.9
	1977-79	10.0	5.7	3.4	0.4
	1979-81	17.9	6.1	5.8	8.9
	1981-82	-	-	-	**-1.7**
	1981-83	4.6	3.7	1.9	-
	1982-84	-	-	-	**3.9**
	1983-85	12.2	4.5	1.6	-
	1975-84	-	-	-	**17.1**
	1975-85	78.0	30.7	16.9	-

* See Exhibits 7A and 7B for the location of the Cordons

**** The Stations comprising the Downtown Core were counted in 1982 and 1984**

General

There has been a general increase between 1983 and 1985 in vehicle and person movements at a majority of the cordons and screenlines selected for study. The rate of growth was generally higher in the 1983-85 period than was experienced in 1981-83. A mixture of increases and decreases in vehicle and person flows is, however, evident when considering individual screenlines, transit facilities, and expressways at all cordons. Although the 1981-83 period indicated a hesitation in the steady growth in travel experienced in Metropolitan Toronto between 1975 and 1981, the 1983-1985 period has experienced a resurgence in travel growth, probably as a result of an improved economic environment. Factors other than the economic which may affect the data collected include construction activity, disruptions to transit service, accidents and weather, which combine to produce daily variations in the travel volumes on the Metropolitan transportation system.

Major Cordons

Metro Boundary Cordon (Exhibits 31 and 37)

- large increases in person and vehicle trips during the 7:00 a.m. to 7:00 p.m. period (13.9% and 12.2% respectively) between 1983 and 1985 were observed. This is a result of continued growth in the neighbouring regions in terms of both population and employment, and increasing home-to-work travel in both directions across the boundary.
- Between 1983 and 1985 the West Metro Boundary again experienced growth in person and vehicle trips in peak periods as well as 7:00 a.m. to 7:00 p.m., in contrast to the decline in travel observed for all three time periods in 1981-83.

Suburban Cordon (Exhibits 32 and 38)

- over the entire cordon, the percentage of auto person trips continues to gradually decrease while person trips by transit and GO Rail gradually increase;
- the growth in vehicle and person trips crossing this Cordon in 1983-1985 in the 7:00 a.m. to 7:00 p.m. period was 6.9% and 4.5% respectively compared to the uncharacteristically low growth rate of 2.3% and 3.7% in 1981-1983.

Central Area Cordon (Exhibits 33 and 39)

- The Central Area Cordon shows an anomaly in the 1985 data in comparison with other cordons, particularly the 1984 Downtown Cordon data, in that both vehicles and persons crossing the cordon increased at lower rates, 3.4% and 1.6% respectively for the 7:00 a.m. to 7:00 p.m. period, than in the generally low growth 1981-1983 period where the increases were 4.2% and 1.6%. Increases from 1983 to 1985 for that time period at other cordons generally were more than double the increases from 1981 to 1983.
- the growth in person trips crossing this cordon between 1983 and 1985 is less than half the growth in vehicle trips.
- the percentage of person trips by transit has, with few minor exceptions, decreased by a maximum of 4 percentage points on all screenlines for all time periods, while the percentage of person trips by auto and commuter rail increased.

Downtown Core Cordon (Exhibits 36 and 42)

- The number of vehicles and persons crossing the Downtown Core Cordon in the 7:00 a.m. to 7:00 p.m. period increased by 12.1% and 3.9% between **1982** and **1984.** In the case of vehicle trips this is the largest two year increase recorded for this cordon. As noted, this is inconsistent with the data collected for the Central Area Cordon. There is no clear reason for this difference, although the fact that the Downtown and Central Area Cordons are counted in different years may be a factor and perhaps the Central Area Cordon count was sensitive to construction on the F.G. Gardiner Expressway and the Don Valley Parkway in 1985.

Travel Modes

Transit (Exhibit 45)

- Passenger counts on the subway system in 1985 are a mixture of increases and decreases when compared to 1983. Decreases in transit ridership were noted on the Yonge line close to the downtown. Increases in ridership are greater on the extremities of the lines, particularly the University-Spadina line.

Commuter Rail (Exhibit 45)

- GO Transit commuter rail routes experienced growth (from 1983) on all lines with minor exceptions. The decreases in ridership experienced in 1983 on the Lake Shore, Georgetown and Richmond Hill lines due to the opening of the Milton, Bradford and Stouffville lines, have for the most part been offset with ridership increases up to or surpassing 1981 levels.(Exhibit 45)

Expressways (Exhibit 46)

- Expressway counts showed a mixture of increases and decreases. Generally, decreases in volumes between 1983 and 1985 were noted at the busiest locations on the Expressway system, notably the Gardiner Expressway at Cherry Street, for the a.m. peak period and 7:00 a.m. to 7:00 p.m. period and Highway 401 at the West Metro Boundary for all three time periods. It can be concluded that as these facilities approach capacity, the volumes respond more dramatically to flow constraints such as construction in the vicinity of these count locations in 1985.

- Increases at other locations were observed, notably a 26% increase in the a.m. peak period on Highway 400 at the North Metro Boundary and a 20% increase in the a.m. peak period on Highway 409 at the West Metro Boundary.

TABLE OF CONTENTS

Page

Preface i

Highlights ii

Table of Contents viii

List of Exhibits ix

1. INTRODUCTION 1

2. SURVEY PROCEDURE 8

3. DATA PROCESSING 11

4. SELECTED RESULTS 12

4.1 Vehicle and Person Movements 16
4.2 Distribution of Trips by Time 23
4.3 Automobile Occupancy 24
4.4 Modal Split 24
4.5 Subway 25
4.6 Commuter Rail 27
4.7 Expressways 28

LIST OF EXHIBITS

			Page
1.	A.	Locations of Screenlines and Counting Stations	5
	B.	Downtown and Central Counting Stations	6
	C.	Details of Counting Stations at Expressway Interchanges	7
2.		Dates of Surveys	9
3.		Vehicle Classification System	10
4.		Report Format - Vehicle Classification	13
5.		Report Format - Distribution of Person Trips by Mode	14
6.		Report Format - Occupancy Distribution of Autos	15
7.	A.	Outer Cordons Selected for Analysis	17
	B.	Intermediate and Inner Cordons Selected for Analysis	18
8.	A.	Vehicles Crossing Outer Cordons 7:00 a.m. to 7:00 p.m. 1975-1985	32
	B.	Vehicles Crossing Outer Cordons 7:00 a.m. to 7:00 p.m. 1985	33
9.	A.	Vehicles Crossing Outer Cordons 7:00 a.m. to 9:00 a.m. 1975-1985	34
	B.	Vehicles Crossing Outer Cordons 7:00 a.m. to 9:00 a.m. 1985	35
10.	A.	Vehicles Crossing Outer Cordons 4:00 p.m. to 6:00 p.m. 1975-1985	36
	B.	Vehicles Crossing Outer Cordons 4:00 p.m. to 6:00 p.m. 1985	37
11.	A.	Persons Crossing Outer Cordons 7:00 a.m. to 7:00 p.m. 1975-1985	38
	B.	Persons Crossing Outer Cordons 7:00 a.m. to 7:00 p.m. 1985	39
12.	A.	Persons Crossing Outer Cordons 7:00 a.m. to 9:00 a.m. 1975-1985	40
	B.	Persons Crossing Outer Cordons 7:00 a.m. to 9:00 a.m. 1985	41
13.	A.	Persons Crossing Outer Cordons 4:00 p.m. to 6:00 p.m. 1975-1985	42
	B.	Persons Crossing Outer Cordons 4:00 p.m. to 6:00 p.m. 1985	43
14.	A.	Vehicles Crossing Intermediate Cordons 7:00 a.m. to 7:00 p.m. 1975-1985	44
	B.	Vehicles Crossing Intermediate Cordons 7:00 a.m. to 7:00 p.m. 1985	45
15.	A.	Vehicles Crossing Intermediate Cordons 7:00 a.m. to 9:00 a.m. 1975-1985	46
	B.	Vehicles Crossing Intermediate Cordons 7:00 a.m. to 9:00 a.m. 1985	47
16.	A.	Vehicles Crossing Intermediate Cordons 4:00 p.m. to 6:00 p.m. 1975-1985	48
	B.	Vehicles Crossing Intermediate Cordons 4:00 p.m. to 6:00 p.m. 1985	49
17.	A.	Persons Crossing Intermediate Cordons 7:00 a.m. to 7:00 p.m. 1975-1985	50
	B.	Persons Crossing Intermediate Cordons 7:00 a.m. to 7:00 p.m. 1985	51

LIST OF EXHIBITS (Continued) Page

18. A. Persons Crossing Intermediate Cordons 7:00 a.m. to 9:00 a.m. 1975-1985 52
B. Persons Crossing Intermediate Cordons 7:00 a.m. to 9:00 a.m. 1985 53

19. A. Persons Crossing Intermediate Cordons 4:00 p.m. to 6:00 p.m. 1975-1985 54
B. Persons Crossing Intermediate Cordons 4:00 p.m. to 6:00 p.m. 1985 55

20. A. Vehicles Crossing Inner Cordons 7:00 a.m. to 7:00 p.m. 1975- 1984 56
B. Vehicles Crossing Inner Cordons 7:00 a.m. to 7:00 p.m. 1984 57

21. A. Vehicles Crossing Inner Cordons 7:00 a.m. to 9:00 a.m. 1975-1984 58
B. Vehicles Crossing Inner Cordons 7:00 a.m. to 9:00 a.m. 1984 59

22. A. Vehicles Crossing Inner Cordons 4:00 p.m. to 6:00 p.m. 1975-1984 60
B. Vehicles Crossing Inner Cordons 4:00 p.m. to 6:00 p.m. 1984 61

23. A. Persons Crossing Inner Cordons 7:00 a.m. to 7:00 p.m. 1975-1984 62
B. Persons Crossing Inner Cordons 7:00 a.m. to 7:00 p.m. 1984 63

24. A. Persons Crossing Inner Cordons 7:00 a.m. to 9:00 a.m. 1975-1984 64
B. Persons Crossing Inner Cordons 7:00 a.m. to 9:00 a.m. 1984 65

25. A. Persons Crossing Inner Cordons 4:00 p.m. to 6:00 p.m. 1975-1984 66
B. Persons Crossing Inner Cordons 4:00 p.m. to 6:00 p.m. 1984 67

26. Distribution of Vehicles Crossing the Metro Boundary 68

27 Distribution of Persons Crossing the Metro Boundary 69

28. Distribution of Vehicles Crossing the Downtown Core Cordon 70

29. Distribution of Persons Crossing the Downtown Core Cordon 71

30. Average Auto Occupancy at Cordons 72

31. Vehicle Trips Crossing Metro Boundary Cordon 73

32. Vehicle Trips Crossing Suburban Cordon 74

33. Vehicle Trips Crossing Central Area Cordon 75

34. Vehicle Trips Crossing Extended Core Cordon 76

35. Vehicle Trips Crossing Downtown Cordon 77

36. Vehicle Trips Crossing Downtown Core Cordon 78

LIST OF EXHIBITS (Continued)

		Page
37.	Person Trips Crossing Metro Boundary Cordon	79
38.	Person Trips Crossing Suburban Cordon	80
39.	Person Trips Crossing Central Area Cordon	81
40.	Person Trips Crossing Extended Core Cordon	82
41.	Person Trips Crossing Downtown Cordon	83
42	Person Trips Crossing Downtown Core Cordon	84
43.	Vehicle Trips Crossing Major Screenlines	85
44.	Locations of Selected Counts on Major Transportation Facilities	88
45.	Selected Counts on Major Transit Facilities	89
46.	Selected Counts on Expressways	94

1. INTRODUCTION

The Metro Cordon Count Program involves the counting of person and vehicle movements across a number of cordons enclosing various portions of the Metropolitan area. Each cordon consists of a set of component screenlines, which are located where practicable along physical barriers with limited crossings such as river valleys, railways, and freeways. The areas enclosed by the cordons and screenlines are designed to satisfy the requirements of a variety of planning programs.

Counting stations are located wherever a road, subway line, or commuter rail line crosses a screenline, with the exception of certain local streets where flows are too low to justify the effort and expense of counting. Counts are taken and recorded manually by field staff. Railway movements by VIA Rail are not counted. In the current program, counts were taken at over 400 counting stations.

As in 1983, the 1985 Cordon Count Program includes counts taken over a two-year period. Data for all roadway, subway, and commuter rail counting locations comprising the Downtown Cordon and the Downtown Core Cordon was collected during the Spring of 1984. Caution is therefore advised in reading the tables and graphs, particularly in the case of individual transportation facilities which may have been counted both in 1984 and 1985 at different counting station locations.

It should be noted that the 1985 Program includes, for the first time, the Extended Core Cordon. This Cordon was added to the program in order to include areas to the south and west of the Downtown which are the subject of major redevelopment and to capture the large number of auto person trips destined for the Downtown Core which end at parking facilities immediately west of that cordon. As pedestrians are not counted in this Program, it was necessary to extend the Downtown Cordon to account for these trips. It is intended eventually to replace the Downtown Core Cordon with the Extended Core Cordon for reporting purposes.

Also for the first time, this year's report includes information for the Central Area Cordon. Although the stations comprising this cordon have always been counted in this program, they have not been reported on as a cordon. The Central Area Cordon is more appropriate for detailed analysis than the Railway Cordon as it more closely resembles the "Central Area" of the City of Toronto. This permits easier correlation with population and particularly employment figures, and with City "Central Area" policies. Also by enclosing a smaller and more regularly shaped area, counts across the Central Area Cordon include fewer "through" trips which would be counted both entering and leaving the Railway Cordon, and they do not include trips destined to the largely industrial and residential areas west of Bathurst Street.

A finer level of detail has been used for the tabular summaries of trips across major cordons, and new graphics have been introduced to illustrate trends since 1975. Many of the graphics and tables have been produced directly by computer, thus improving accuracy and correcting minor errors that occurred in previous reports.

During the planning stages for each Cordon Count Program, the list of stations to be counted is reviewed to determine if modifications are required. In some cases, changes in travel patterns or modifications to the transportation network suggest the addition or deletion of counting stations. Between 1983 and 1985, the following components were added to the area transportation network:

- Finch Avenue West extension from Humberline Drive to Darcel Avenue in the Region of Peel;
- The Scarborough Rapid Transit line from Kennedy Subway Station at Eglinton Avenue to McCowan Station, north of Ellesmere Road.

As a result of these changes to the transportation network, the following counting stations were added to the 1985 Program:

- Finch Avenue west of Highway 427 at the West Metro Boundary
- Scarborough Rapid Transit line west of Midland Station.

Several roadway stations were dropped from the 1985 Program due to insignificant traffic volumes or closure caused by construction activity. Exhibits 1A, 1B and 1C show the counting stations surveyed during 1984 and 1985.

At each counting station, persons and vehicles were recorded by 15-minute periods from 6:30 a.m. to 11:30 p.m. for one day. However, in 1985, for the first time, the Highway 401 North Screenline was counted during the peak periods only; 6:30 a.m. to 9:30 a.m. and 3:00 p.m. to 7:00 p.m. As this screenline is not a component of the reported cordons it was decided to count only during peak periods to minimize the increase in the cost of the 1985 Program by operating a single split shift.

The following information was collected for each station, as appropriate:

1. Number of Vehicles
   - (a) Private Autos
   - (b) Taxi Cabs
   - (c) Trucks
     - (i) Light
     - (ii) Medium
     - (iii) Heavy
   - (d) Buses
     - (i) TTC buses
     - (ii) Other buses
   - (e) Streetcars
   - (f) Subway Cars
   - (g) Commuter Rail Cars.

2. Number of Persons

   The number of occupants in each private auto, taxi, bus, subway car, streetcar, or commuter rail car was counted.

A series of computer programs created for the Cordon Count Program facilitates the checking, summarization and analysis of the collected data. Summary reports can be produced for any station or group of stations forming a screenline or cordon. Reports can be produced to show:

- distribution of vehicles by type,
- distribution of persons by mode (modal split); or,
- distribution of autos and taxis by number of occupants.

The Metro Cordon Count Program provides an excellent base of information from which to gain an understanding of transportation operations within Metropolitan Toronto. It is a vital component of a program to monitor transportation within Metropolitan Toronto and is therefore important in influencing decisions regarding improvements to the transportation system.

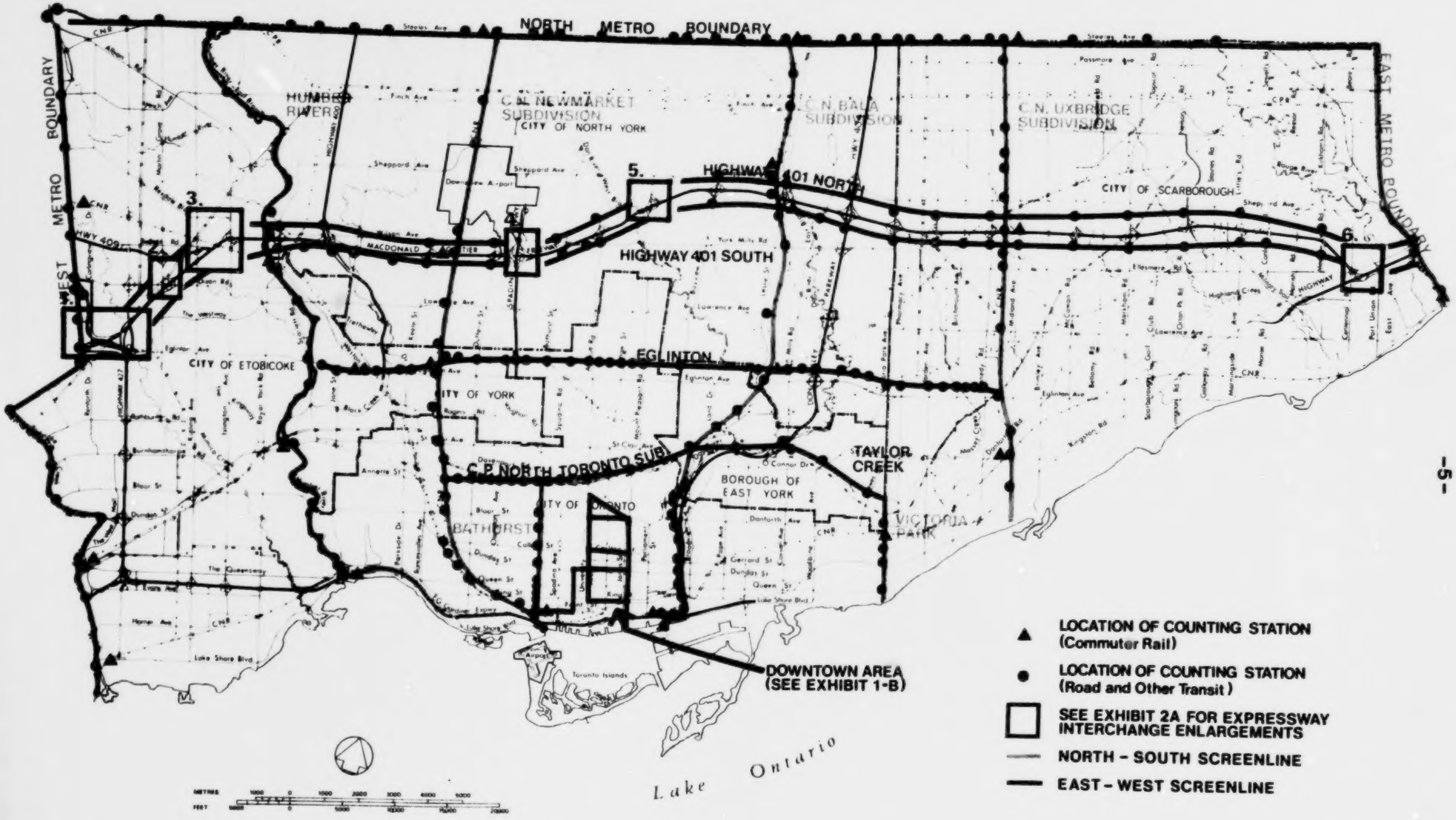

NORTH METRO BOUNDARY
EAST METRO BOUNDARY
WEST METRO BOUNDARY
HUMBER RIVER
C.N. NEWMARKET SUBDIVISION
CITY OF NORTH YORK
C.N. BALA SUBDIVISION
C.N. UXBRIDGE SUBDIVISION
CITY OF SCARBOROUGH
HIGHWAY 401 NORTH
HIGHWAY 401 SOUTH
MACDONALD CARTIER
HWY 409
3.
4.
5.
6.
CITY OF ETOBICOKE
EGLINTON
CITY OF YORK
C.P. NORTH TORONTO SUB.
BOROUGH OF EAST YORK
TAYLOR CREEK
VICTORIA PARK
CITY OF TORONTO
BATHURST
DOWNTOWN AREA (SEE EXHIBIT 1-B)
Toronto Islands
Lake Ontario
METRES
FEET
▲ LOCATION OF COUNTING STATION (Commuter Rail)
● LOCATION OF COUNTING STATION (Road and Other Transit)
☐ SEE EXHIBIT 2A FOR EXPRESSWAY INTERCHANGE ENLARGEMENTS
NORTH - SOUTH SCREENLINE
EAST - WEST SCREENLINE

EXHIBIT 1A : LOCATIONS OF SCREENLINES AND COUNTING STATIONS

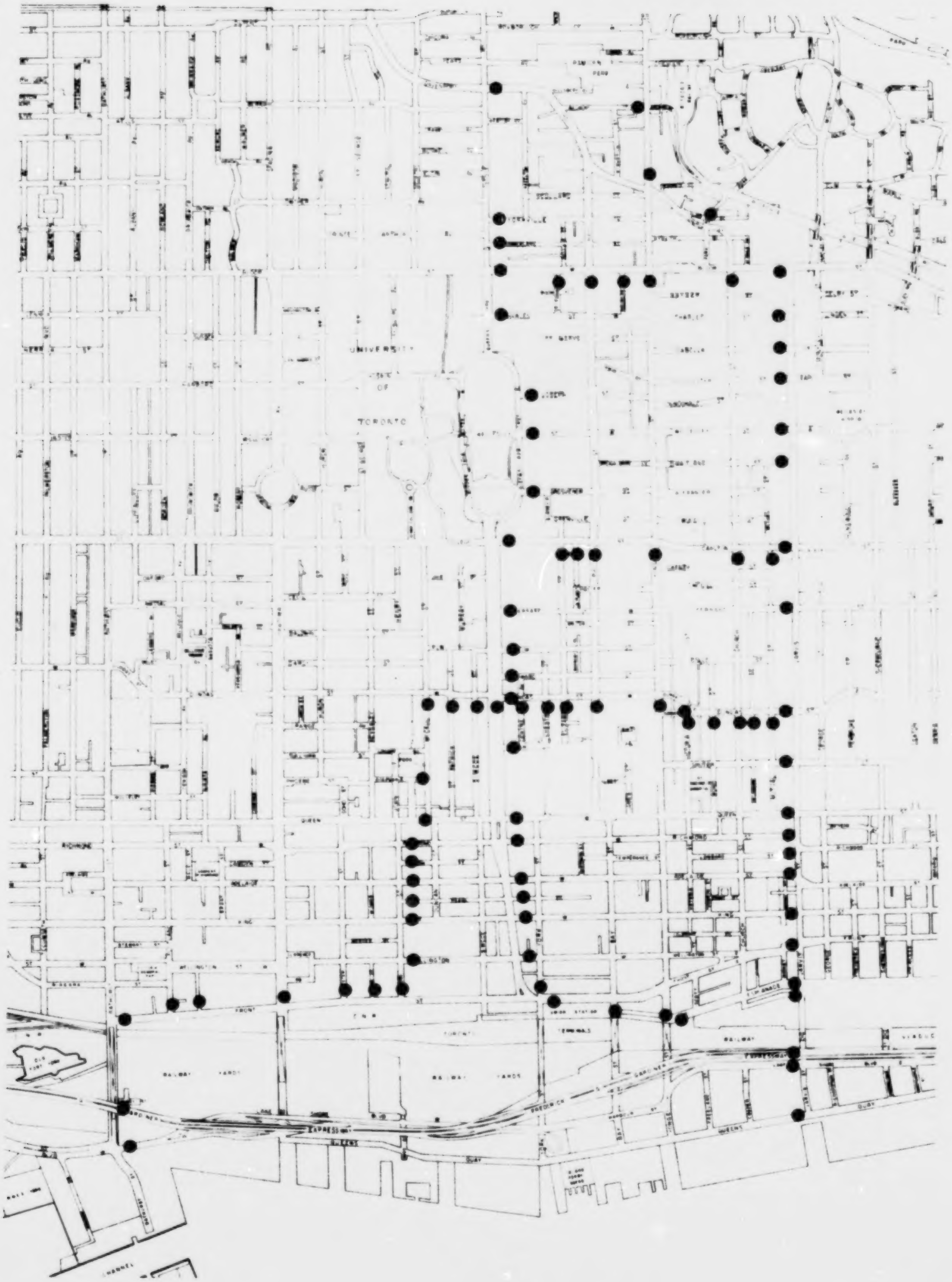
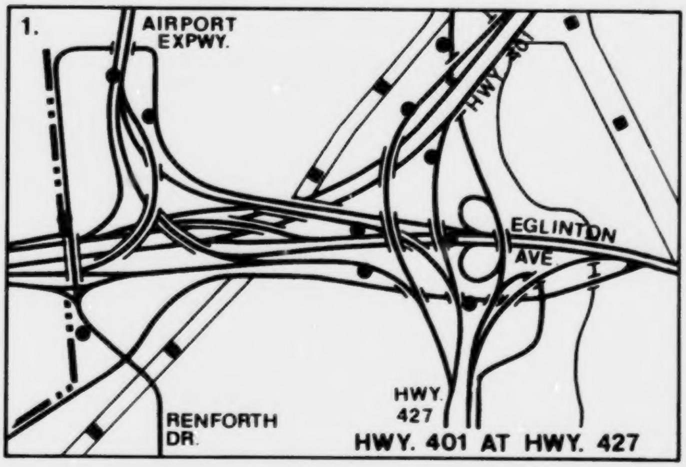
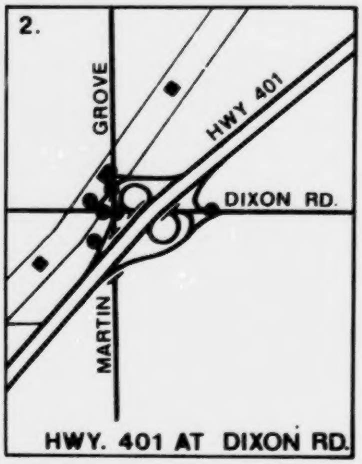

UNIVERSITY
OF
TORONTO
FRONT
RAILWAY YARDS
RAILWAY YARDS
EXPRESSWAY
QUEENS QUAY
CHANNEL

EXHIBIT 1B : DOWNTOWN AREA



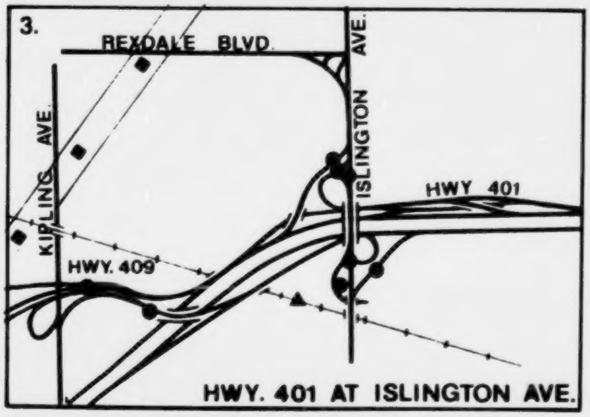
1. HWY. 401 AT HWY. 427

AIRPORT EXPWY.
HWY 401
EGLINTON AVE
HWY. 427
RENFORTH DR.



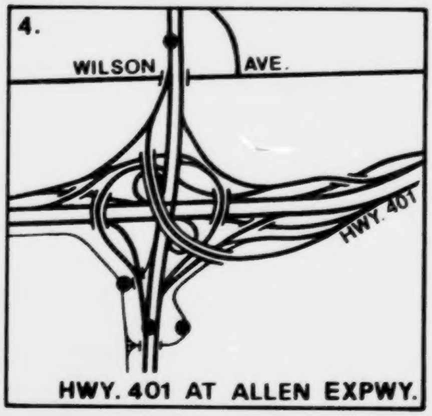
2. HWY. 401 AT DIXON RD.

GROVE
HWY 401
DIXON RD.
MARTIN



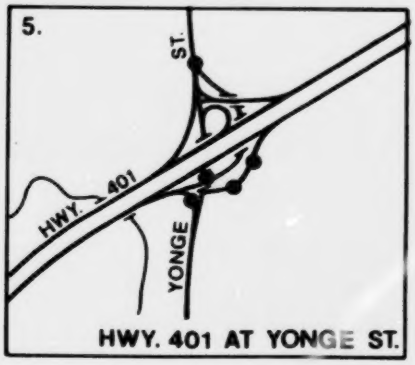
3. HWY. 401 AT ISLINGTON AVE.

REXDALE BLVD.
AVE.
ISLINGTON
KIPLING AVE.
HWY 401
HWY. 409



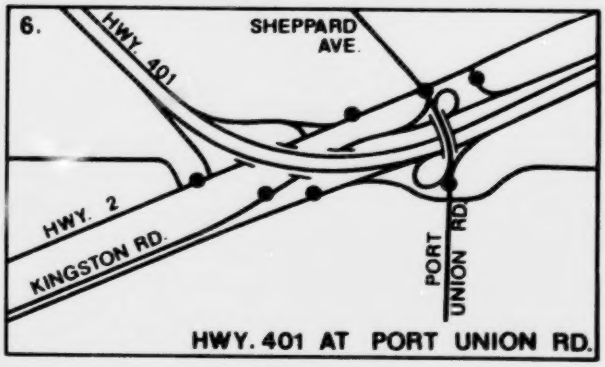
4. HWY. 401 AT ALLEN EXPWY.

WILSON
AVE.
HWY. 401



5. HWY. 401 AT YONGE ST.

ST.
HWY. 401
YONGE



6. HWY. 401 AT PORT UNION RD.

HWY. 401
SHEPPARD AVE.
HWY. 2
KINGSTON RD.
PORT UNION RD.

EXHIBIT 1C : EXPRESSWAY INTERCHANGES

2. SURVEY PROCEDURE

As in previous years, the 1985 Cordon Count was undertaken between the end of April and mid-June on weekdays, excluding Fridays. Travel patterns on Fridays are not felt to be typical of weekday travel. The time of year was selected because student manpower is readily available, but travel flows are not affected to a significant extent by summer vacations. However, it is at the beginning of the road construction season, which can cause disruptions to normal travel patterns. Exhibit 2 shows the schedule of counts by screenline for 1984/85.

Counts were taken from 6:30 a.m. to 11:30 p.m., on all screenlines (excepting the Highway 401 North Screenline) as this period includes the majority of a day's trips and lends itself to the use of two 8½-hour shifts. As mentioned above, counts on the Highway 401 North screenline were conducted for the peak periods only. Most of the stations in the City of Toronto were counted by staff hired by the City of Toronto Department of Public Works. Counts on rapid transit facilities and several high-volume bus routes were taken by TTC staff, and commuter rail counts were supplied by GO Transit. The remaining counts were undertaken by temporary staff hired by the Metropolitan Planning Department, supplemented by counting staff from MTC Central Region at high volume freeway locations. The staff were trained prior to beginning the counting program and their performance on the job was monitored by field supervisors.

Roadside counts were undertaken with mechanical hand counters with totals for each 15-minute period being entered on field sheets. The vehicle classification system used by the counting staff is shown in Exhibit 3. A one-day count at a typical station required approximately 5 persons (i.e. two persons per shift, plus relief for meals and rush hour assistance where warranted). Some busy locations required up to 10 persons per day, while some low-volume stations required only one person per shift.

SCREENLINES COUNTED IN 1984	APR	MAY																	JUNE									
	30	1	2	3	7	8	9	10	14	15	16	17	22	23	24	28	29	31	1									
DOWNTOWN CORE	X	X	X	X	X	X			X	X	X																	
MIDTOWN AREA							X	X				X	X	X	X	X	X	X	X									

SCREENLINES COUNTED IN 1985	APR.		MAY																	JUNE								
	29	30	1	2	6	7	8	9	13	14	15	16	21	22	23	27	28	29	30	3	4	5	6	10	11	12		
WEST METRO BOUNDARY							X	X																				
NORTH METRO BOUNDARY	X	X	X	X																								
EAST METRO BOUNDARY												X																
HWY. 401 (North and South)												X	X	X	X	X	X	X										
EGLINTON																					X	X	X	X	X			
CP NORTH TORONTO																												
TAYLOR CREEK																							X	X				
HUMBER RIVER																		X	X	X								
CN NEWMARKET SUB					X	X																						
CN BALA SUB			X								X																	
CN UXBRIDGE SUB									X	X																		
BATHURST													X	X	X													
VICTORIA PARK	X						X	X																				
EXTENDED DOWNTOWN CORE				X																		X			X			

EXHIBIT 2 : DATES OF SURVEY

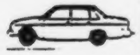
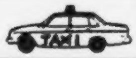
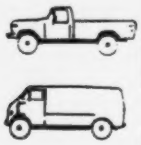
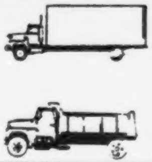
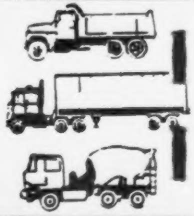
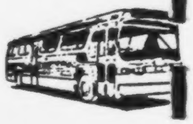
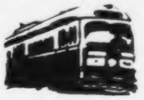
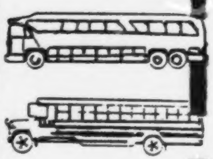
CLASSIFICATION	DESCRIPTION		EXAMPLE
PRIVATE VEHICLES	AUTOS	• Passenger Cars • Jeeps • Cars with Trailers • Campers • Vans and Pickups with private passenger function (Passenger Registration)	
	CABS	• Taxicabs • Airport limousines	
COMMERCIAL VEHICLES	LIGHT TRUCKS	• Small Panel Trucks • Police Cars • Courier Vehicles • Ambulances • Public Utility Cars • Hearses • Vans and Pickups with commercial function (Advertising signs Commercial Registration) • Commercial Cars	
	MEDIUM TRUCKS (2 axles, dual rear tires)	• Delivery Trucks • Garbage Trucks • Tow Trucks • Dump Trucks • Ambulance Buses	
	HEAVY TRUCKS (3+ axles)	• Tractor trailers • Moving trucks • Tank trucks • Cement trucks	
TRANSIT VEHICLES	TTC BUSES	• all except chartered T.T.C. buses	
	STREETCARS	• plus Mississauga Transit Buses	
	OTHER BUSES	• Chartered TTC buses • GO Transit • Wheel Trans vehicles • Voyageur • School buses • Airport buses • Markham Transit • Gray Coach • Hotel Buses • Mini Buses Vanpool vehicle	

EXHIBIT 3 : VEHICLE CLASSIFICATION SYSTEM

Counting station locations were carefully chosen to provide the best vantage point possible for counting vehicle occupants. At some poorly illuminated stations, it was not possible to count auto occupants after dark (approximately 9:00 p.m.). At these stations, therefore, accurate person movement summaries are not available after 9:00 p.m. Bus and streetcar occupancies were estimated according to guidelines based on the degree of crowding. In the case of buses and other vehicles with heavily tinted windows, occupancies were estimated using rules of thumb. Occupants of trucks were not counted.

During the 1985 counting period, there was extensive construction activity in Metropolitan Toronto, notab[illegible] Gardiner Expressway and the Don Valley Parkway and on a number of downtown arterial streets. At these and other locations, temporary road and ramp closures affected the counting program at various times. Weather conditions were generally very good for the 1985 field work.

3. DATA PROCESSING

Data from TTC and GO Transit counts were added to the field sheets completed by Metro Planning and MTC counting staff. The sheets were checked visually for completeness and consistency, and the data was then keypunched and stored on a computer file. Data from stations counted by the City of Toronto were supplied already keyed on to a computer file.

The complete set of data was put through a computer edit program which checked for the presence or absence of TTC bus, streetcar, subway, GO Transit commuter rail counts and after-dark counts according to indicators specified for each station. After correction and re-entry of any data found in error, a master file was created for use as input to the summary report programs.

The summary report programs can produce three types of report for a specified screenline (defined as one station or a combination of stations):

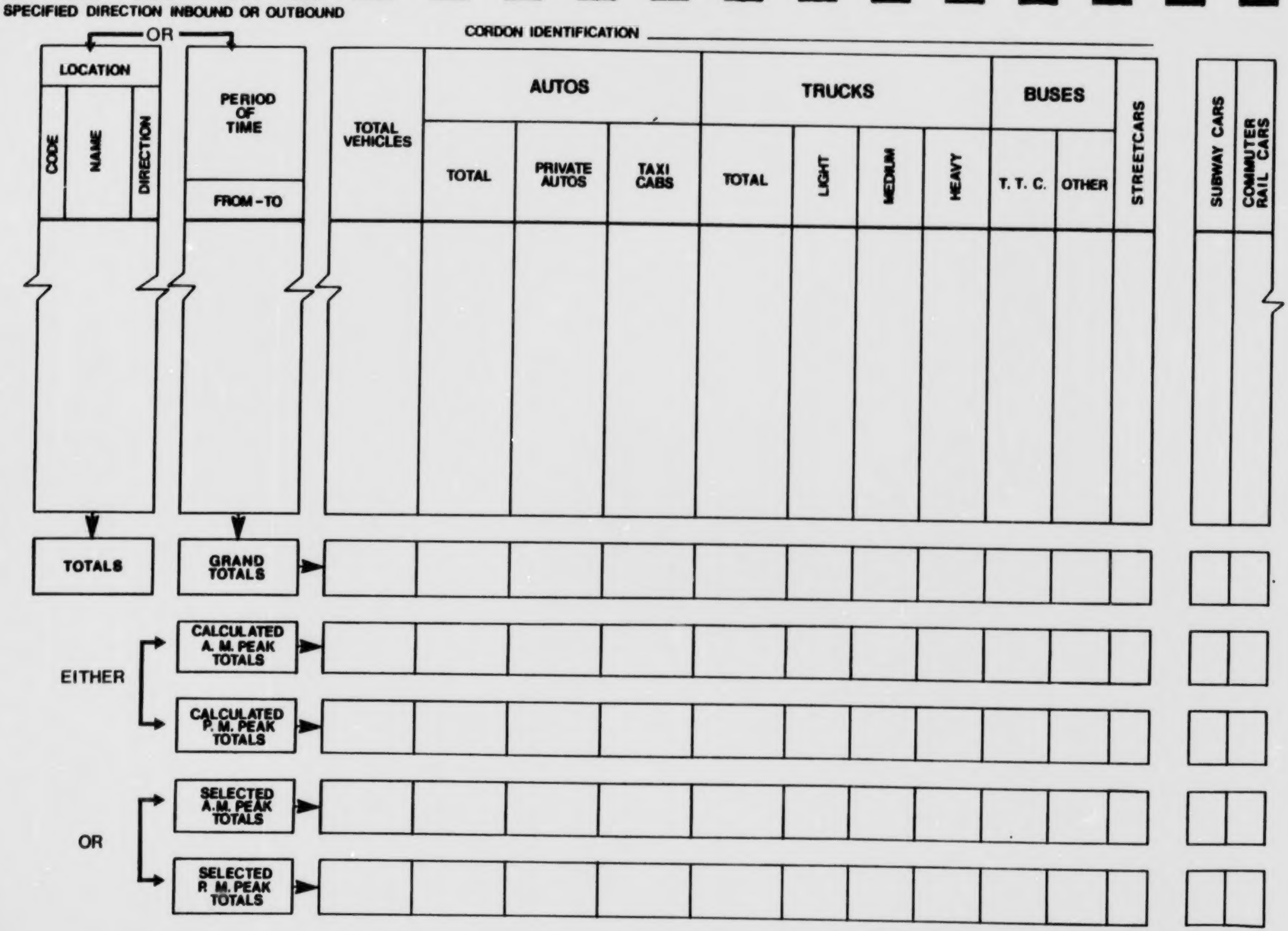
1. Distribution of Vehicles by Classification
2. Distribution of Persons by Mode
3. Distribution of Private Autos and/or Taxis by Occupancy

Each report covers one direction, and can be produced either by station within a screenline for a specified time period, or by time periods (15, 30 or 60 minutes) for the total screenline. Grand totals are calculated, and in the case of report types 1 and 2, subtotals can be printed for either user-specified peak periods or computed maximum 1-hour or 2-hour periods.

The formats of the summary reports are shown schematically in Exhibits 4, 5 and 6.

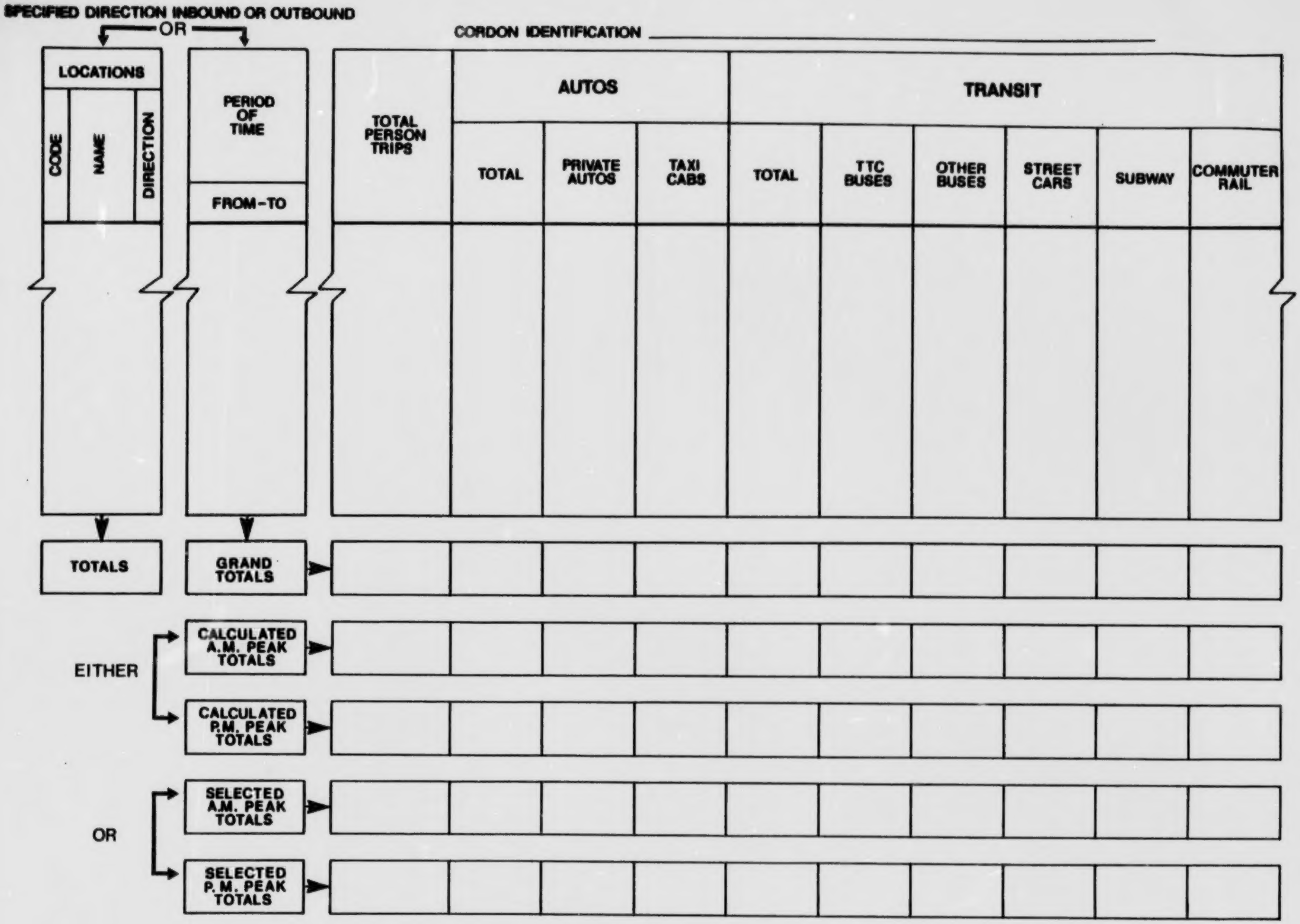
4. SELECTED RESULTS

The bulk of this report consists of maps, graphs, and tables prepared to show the type of information collected by the Cordon Count Program and the types of analysis that may be undertaken. Some general comparisons of the results of the 1984/85 counts with data collected previously are also presented. Exhibits 7A and 7B show the cordons which were selected for data presentation to illustrate the characteristics of vehicle and person flows at various locations within Metropolitan Toronto. A major change has been made with this report in that six cordons, as opposed to the usual four cordons, are depicted graphically and reported on in the tables. The Downtown Cordon and Downtown Core Cordon are categorized as the Inner Cordons; the Metro Boundary Cordon and Suburban Cordon are categorized as the Outer Cordons. New to the report this year are the Central Area Cordon and the Extended Downtown Cordon, categorized as the Intermediate Cordons. In addition, tabular summaries are included for the Downtown Cordon as well as the Downtown Core Cordon.


SPECIFIED DIRECTION INBOUND OR OUTBOUND
OR
CORDON IDENTIFICATION
LOCATION
CODE
NAME
DIRECTION
PERIOD OF TIME
FROM-TO
TOTAL VEHICLES
AUTOS
TOTAL
PRIVATE AUTOS
TAXI CABS
TRUCKS
TOTAL
LIGHT
MEDIUM
HEAVY
BUSES
T. T. C.
OTHER
STREETCARS
SUBWAY CARS
COMMUTER RAIL CARS
TOTALS
GRAND TOTALS
EITHER
CALCULATED A. M. PEAK TOTALS
CALCULATED P. M. PEAK TOTALS
OR
SELECTED A.M. PEAK TOTALS
SELECTED P. M. PEAK TOTALS

METRO CORDON COUNT PROGRAM 1985

EXHIBIT 4 : REPORT FORMAT
(VEHICLE CLASSIFICATION BY LOCATION OR PERIOD OF TIME)



SPECIFIED DIRECTION INBOUND OR OUTBOUND
OR

CORDON IDENTIFICATION ____________________

LOCATIONS			PERIOD OF TIME	TOTAL PERSON TRIPS	AUTOS			TRANSIT					
CODE	NAME	DIRECTION	FROM-TO		TOTAL	PRIVATE AUTOS	TAXI CABS	TOTAL	TTC BUSES	OTHER BUSES	STREET CARS	SUBWAY	COMMUTER RAIL
TOTALS			GRAND TOTALS										
EITHER			CALCULATED A.M. PEAK TOTALS										
			CALCULATED P.M. PEAK TOTALS										
OR			SELECTED A.M. PEAK TOTALS										
			SELECTED P.M. PEAK TOTALS										

EXHIBIT 5 : REPORT FORMAT
(DISTRIBUTION OF PERSON TRIPS BY LOCATION OR PERIOD OF TIME)

SPECIFIED DIRECTION INBOUND OR OUTBOUND

CORDON IDENTIFICATION ______________________

LOCATIONS		
CODE	NAME	DIRECTION
TOTALS		

PERIOD OF TIME	TOTAL AUTOS	1 OCCUPANT		2 OCCUPANTS		3 OCCUPANTS		4 OCCUPANTS		5 OCCUPANTS		6 OCCUPANTS AND MORE		AVERAGE OCCUPANCY
FROM – TO		QUANTITY	%	QUANTITY	%	QUANTITY	%	QUANTITY	%	QUANTITY	%	QUANTITY	%	
GRAND TOTALS														
SELECTED AM PEAK TOTALS														
SELECTED PM PEAK TOTALS														

EXHIBIT 6 : REPORT FORMAT
(OCCUPANCY DISTRIBUTION OF AUTOS BY LOCATION OR PERIOD OF TIME)

The Central Area Cordon has replaced the Railway Cordon; it differs in that its west boundary is Bathurst Street rather than the CN Newmarket Subdivision rail line and its nothern boundary extends only as far west as Bathurst Street rather than to the CN/CP junction west of Lansdowne Avenue. The Central Area Cordon is felt to be more suitable for monitoring travel trends outside the immediate Downtown Core. It is planned to count both the Central Area and Extended Core Cordons on an annual basis as part of the Central Area Monitoring Program due to get under way in 1986.

4.1 VEHICLE AND PERSON MOVEMENTS

Exhibits 8 through 25 present information concerning the 1984/85 counts of vehicles by type, and of persons by mode crossing the screenlines which make up the cordons identified in Exhibits 7A and 7B. Inset figures show percentage changes by screenline from the previous count. The histograms, comprising the "A" exhibits, compare counts since 1975 for each cordon. Exhibits 31 to 42 supplement these graphical summaries through the presentation, in tabular form, of totals for the various cordons broken down by component screenline.

Vehicle flows shown include autos, taxis, trucks, buses and streetcars, but not subway and commuter rail cars, which do not operate on roads. Person flows include persons travelling by auto, taxi, bus, streetcar, subway, and commuter rail; however, drivers of taxis, trucks, and transit vehicles are not included as they are considered to be part of the vehicle and are assumed not to be making the trip for their own purposes. Transit, for the purpose of this report, refers to streetcars, subway and buses; it does not include commuter rail.

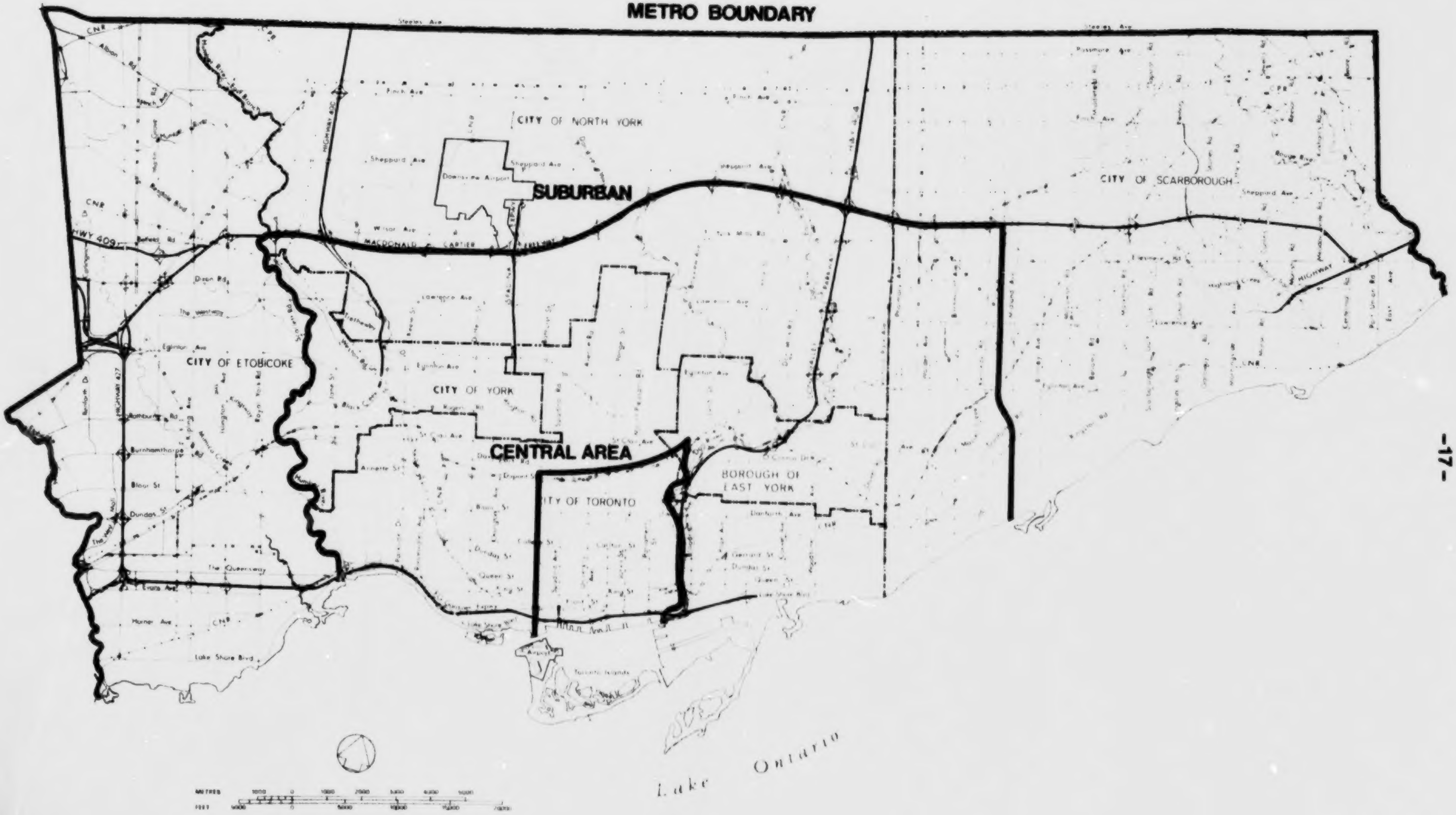
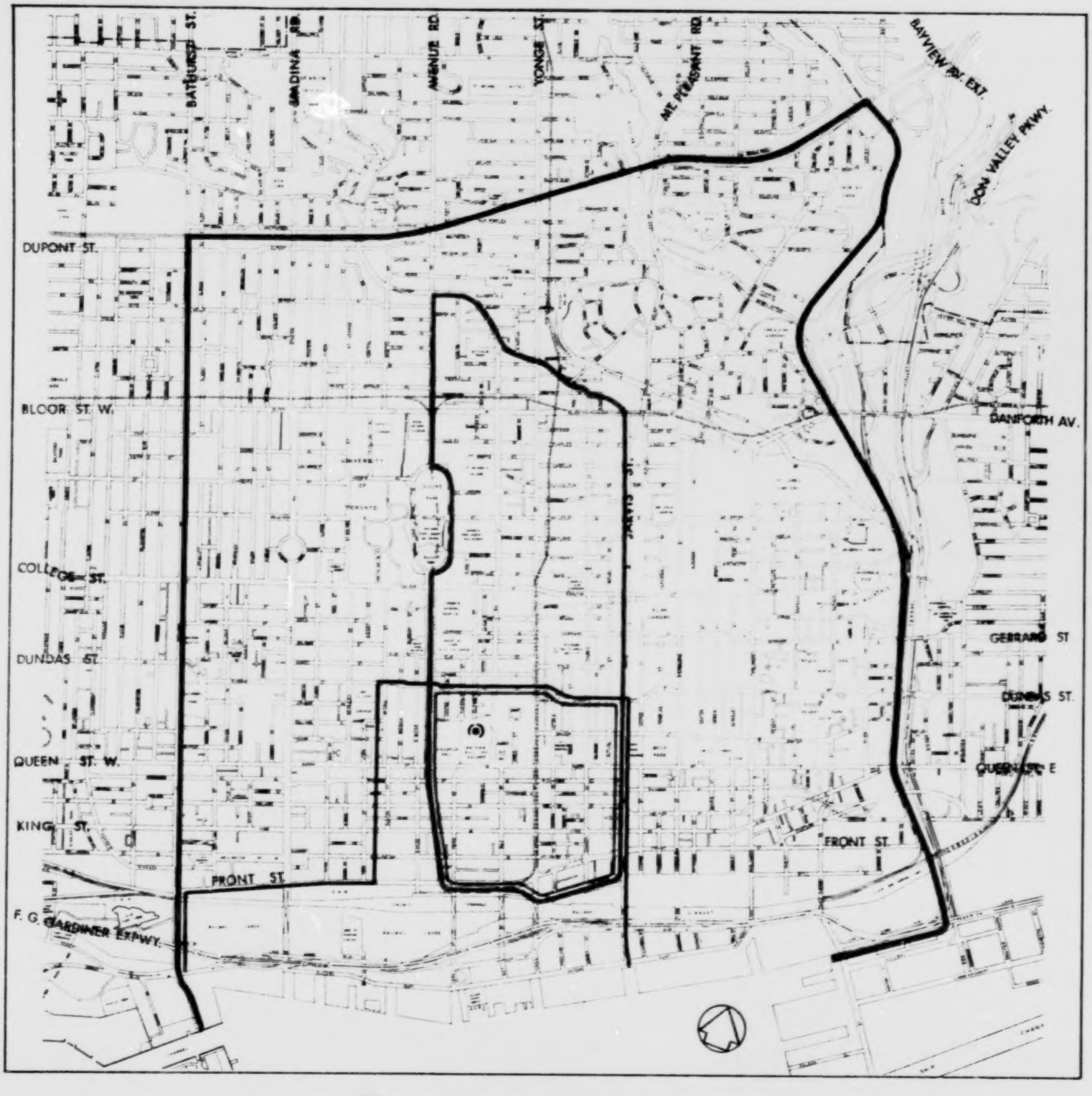

METRO BOUNDARY
SUBURBAN
CENTRAL AREA
CITY OF NORTH YORK
CITY OF SCARBOROUGH
CITY OF ETOBICOKE
CITY OF YORK
CITY OF TORONTO
BOROUGH OF EAST YORK
HWY 409
MACDONALD CARTIER
Steeles Ave
Finch Ave
Sheppard Ave
Wilson Ave
Lawrence Ave
Eglinton Ave
St Clair Ave
Bloor St
Dundas St
Queen St
King St
Danforth Ave
Gerrard St
The Queensway
Lake Shore Blvd
Toronto Islands
Lake Ontario
METRES
FEET

EXHIBIT 7A : OUTER CORDONS SELECTED FOR ANALYSIS


BATHURST ST.
SPADINA RD.
AVENUE RD.
YONGE ST.
MT. PLEASANT RD.
BAYVIEW AV. EXT.
DON VALLEY PKWY.
DUPONT ST.
BLOOR ST. W.
DANFORTH AV.
JARVIS ST.
UNIVERSITY OF TORONTO
COLLEGE ST.
GERRARD ST.
DUNDAS ST.
DUNDAS ST.
QUEEN ST. W.
QUEEN ST. E
KING ST.
FRONT ST.
FRONT ST.
F. G. GARDINER EXPWY.

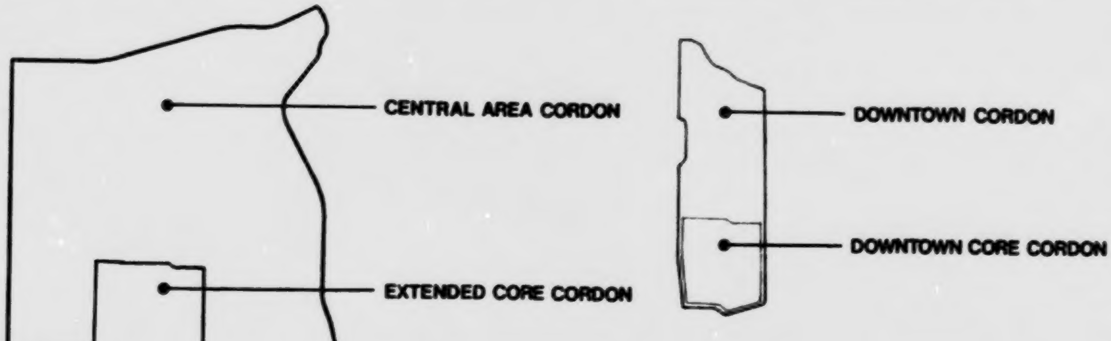

CENTRAL AREA CORDON
EXTENDED CORE CORDON
DOWNTOWN CORDON
DOWNTOWN CORE CORDON

EXHIBIT 7B:
INTERMEDIATE AND INNER CORDONS
SELECTED FOR ANALYSIS

GENERAL

- Between 1983 and 1985, there was overall growth in terms of aggregate vehicle and person movements at most of the cordons and screenlines for the all day and peak period counts.
- Generally, growth was higher in the 1983-1985 period than that experienced in 1981-1983, however, a mixture of increases and decreases is evident when considering the vehicle and person flows observed at individual screenlines and facilities.

METRO BOUNDARY CORDON

- Due to continuing development of neighbouring regions, the **vehicle and person travel** across the Metro Boundary continued to **increase** in the **7:00 a.m. to 7:00 p.m.** period at a high rate, **13.9%** and **12.2%** respectively. This is in contrast to uncharacteristically low growth rates of 5.9% and 4.6% observed for this cordon for 1981-1983, which were due primarily to the decrease in vehicle travel observed across the West Metro Boundary.

- At the **West Metro Boundary, vehicle trips** experienced **increases** of **9.2%** and **10.9%** in the **a.m. and p.m. peak** periods between 1983 and 1985, offsetting decreases of 3.4% and 2.1%, respectively, in 1981 - 1983. The **7:00 a.m. - 7:00 p.m.** two-way total vehicles also **increased** by **10.0%** since 1983, compared to a minimal decrease in 1981 - 1983. Similar but less marked increases are observed in **person trips.**

- The proportions of person trips by each mode have stayed within 2 percentage points of the 1983 figures at the West, North and East Boundary.

- The ten-year comparison indicates that the person and vehicle volumes have increased steadily. A hesitation in the increase was noted in 1983 but has been compensated for by the increase in 1985. The greatest ten-year percentage growth has been at the North Boundary - over 100% in most cases.

SUBURBAN CORDON

- Travel in 1983-1985 across the Suburban Cordon also recovered from the low growth experienced from 1981 to 1983. **Vehicle and person** trips **increased** by **6.9%** and **4.5%** between 1983 and 1985 for the **7:00 a.m. to 7:00 p.m.** period, as compared to 2.3% and 3.7% from 1981 to 1983.

- Growth in vehicle trips in 1983-85 in the 7:00 a.m. to 7:00 p.m. period of 6.9% was the largest 2 year increase recorded for this Cordon.

- In the 7:00 a.m. to 7:00 p.m. period the growth in person trips from 1983 to 1985 is higher than the growth in 1981-83, but is still lower than the increases recorded for previous years.

- The percentage of persons by each mode has stayed within 5 percentage points of the 1983 figures.

- The ten year comparison is similar to that for the Metro Boundary in that a steady growth has been evident. There is, however, a difference in that the low increase noted in 1983 was more pronounced and that growth to 1985 has not compensated for the low increase to the same extent.

CENTRAL AREA CORDON

- The Central Area Cordon experienced unusually low **increases** in **vehicle and person** trips, **3.4%** and **1.6%** respectively, from 1983-85 for the **7:00 a.m. -7:00 p.m.** period. These are lower than the 1981 to 1983 increases of 4.2% and 1.9%. The 1983 volumes were generally considered to be a low point in transportation movements over all of Metro; data collected for the Central Area, however, does not support this conclusion.

- Both peak periods also experienced very low **increases** in **vehicle trips, 3.3%** in the **a.m. peak** period and **4.5%** in the **p.m. peak** period.

- The **person trips** in the **a.m. peak** period **decreased** by a significant **3.4%**; for the **p.m. peak** period person trips, a modest **1.2% increase** was observed.

- The person trips by mode changed by small but notable proportions. In the a.m. peak period auto and taxi trips increased by up to 3 percentage points on all screenlines. In the p.m. peak period and 7:00 a.m. to 7:00 p.m. period, proportions of automobiles and taxis stayed about the same.

- The proportion of transit trips decreased by up to 3 percentage points for the entire cordon in all three time periods.

- The proportion of person trips by commuter rail increased by up to 1.5 percentage points in all three time periods.

- The ten year comparison indicated that although there is an overall increase in both person and vehicle trips from 1975 to 1985, there has been no consistent pattern. The 1981 counts, in contrast to the other cordons, do not stand out as unusual.

EXTENDED CORE CORDON

- Since this cordon was counted for the first time in 1985, no historical comparisons can be made.

DOWNTOWN CORDON (Counted in 1984)

- The low levels of vehicle and person travel over the cordon experienced in 1982 have more than recovered in 1984. The **7:00 a.m. to 7:00 p.m.** period **vehicle** travel has **increased 10.5%** over the 1982 counts. Previously, changes in vehicle travel were in the range of -2.0% to +3.5% from count to count. **Person trips** have not changed as dramatically, with an increase of **5.3%** from 1982 to 1984.

- The decrease in person trips between 1981 and 1982 of 1.7% was minimal and the increase of 5.3% from 1982 to 1984 was the second highest increase recorded for this cordon.

- The proportion of person trips by transit decreased up to 3 percentage points for all three time periods.

- Trucks decreased slightly, up to 1 percentage point for all three time periods.

- The ten year comparison shows that travel has increased over this cordon but not in a steadily consistent manner.

DOWNTOWN CORE CORDON (Counted in 1984)

- The previously observed trends at this cordon which indicated low growth or negative growth in travel for the **7:00 a.m. to 7:00 p.m.** period, with an increasing use of public transit over private vehicles, has been reversed in the 1982 - 1984 period. The Downtown Core Cordon experienced the highest two year **increase** since 1975 in **vehicle trips, 12.1%** and a somewhat more modest **increase** of **3.9%** in **person trips** for the same time period. This is probably recovery from the 1982 low as opposed to real growth.

- The percentages of person trips by transit have decreased to lows of 56% for 7:00 a.m. to 9:00 a.m., 53% for 4:00 p.m. to 6:00 p.m. and 49% from 7:00 a.m. to 7:00 p.m.

- The ten year comparison of the Downtown Core Cordon indicates a general gradual increase in trips but not a steady consistent increase.

4.2 DISTRIBUTION OF TRIPS BY TIME

Exhibits 26 to 29 depict graphically the temporal variation in vehicle and person flows at the Metro Boundary and Downtown Core cordons by 15 minute periods, inbound between 7:00 a.m. and 10:00 a.m. and outbound between 3:00 p.m. and 6:00 p.m.

Exhibits 26 and 27 illustrate the consistency of the 1983-1985 temporal increases and distribution with the observed values for previous years at the Metro Boundary. These graphics also serve to reinforce the slightly unusual observations for 1981-1983. It should be noted that the historic dip in person trips between 7:30 a.m. and 7:45 a.m. is becoming less pronounced. As a similar increase is not noted for vehicle trips, it can be concluded that this period reflects an increase of commuter rail passengers.

Exhibit 28 illustrates that the large increase in vehicle trips at the Downtown Core Cordon is fairly evenly spread over both of the peak periods, particularly for the outbound trips, where increases extend well past the peak period. The a.m. inbound trips tail off at the beginning and end of the peak period to previously observed volumes. From Exhibit 29, it can be seen how the distribution of person trips over the noted intervals is consistent with previous years, with the dramatic exception of the peaking from 8:30 - 8:45. More detailed analysis of the peak period will be included in the first Central Area Monitoring Program report expected early in 1987.

4.3 AUTOMOBILE OCCUPANCY

Exhibit 30 is a tabular summary of average automobile occupancies by year for the 7:00 a.m. to 7:00 p.m. and peak periods at each cordon.

In most cases, the data collected in 1984 and 1985 show a continuation of the downward trend in the average automobile occupancies observed between 1975 and 1983. Occupancies are lowest at the Metro Boundary cordon and gradually increase closer to the Downtown.

During the afternoon peak period, the automobile occupancy is higher than average due to the influence of an increasing proportion of trips for shopping and social/recreational purposes in this time period, as well as the increased opportunities for informal ridesharing for the work-to-home trip. Occupancies during the morning peak period are lower than average due to the predominance of work trips.

4.4 MODAL SPLIT

Exhibits 37 to 42 contain data illustrating the distribution of person trips between the automobile, transit (bus and streetcars) and commuter rail (GO Transit) modes at the four major cordons for the years 1975 to 1985.

The proportion of person trips crossing the Metro Boundary and Suburban Cordons on transit and commuter rail for the 1983-1985 period exhibited a modest increase for peak periods and virtually no change for the 12 hour period. The proportion of person trips crossing the Central Area Cordon by transit decreased with minor exceptions, by up to 5% on all screenlines for all three time periods. This was partially offset by increases in the percentage of commuter rail travel. Similarly, the Downtown Cordon experienced a decrease in the number of transit and commuter rail trips relative to total person trips.

Daily transit use is consistently highest during the morning peak period and is only slightly lower during the afternoon peak period. The peak periods show higher percentages of transit trips than the overall 7:00 a.m. to 7:00 p.m. period primarily due to the predominance of work and school trips at these times, as well as congestion on the road system.

4.5 SUBWAY

In Exhibit 45, passenger flows for the peak hours and directions (i.e. the highest one-hour counts in the a.m. inbound and p.m. outbound directions), and for the 7:00 a.m. to 7:00 p.m. period (both directions) are tabulated by year for selected subway locations at screenline crossing points (identified by number on Exhibit 44). It is noted that passenger counts associated with screenlines comprising the Downtown Core cordon were obtained in 1984 rather than in 1985 as was the case with the remainder of the counting locations. Caution should be exercised in interpreting growth in peak hour volumes; schedule changes from year to year, and schedule irregularities in a given year may affect ridership volumes sufficiently to mask growth effects for the one-hour peak period. For example, the inclusion or exclusion of one or two subway trains in a particular peak hour could easily result in differences in the computed peak hour volume of more than 1,000 passengers.

YONGE LINE

- On the **Yonge Subway north of York Mills Station** a.m. peak hour southbound (inbound) ridership **increased by 25%** between 1983 and 1985. P.M. peak and all-day ridership also increased but not as much; **17.2%** and **8.7%** respectively.

- On the **Yonge Subway north of Rosedale Station,** a **decrease of 17.6%** was recorded in the a.m. peak hour, but slight increases in the p.m. peak and all day ridership. The decrease could be due to schedule or loading irregularities on the day of the count.

- On the **Yonge line south of College Station,** significant reductions in passenger volumes between **1982** and **1984** for the morning and afternoon peak periods were recorded: the 7:00 a.m. to 7:00 p.m. period experienced a small **2.5% decrease.**

UNIVERSITY-SPADINA LINE

- Ridership greatly **increased** between 1983 and 1985 **south of Wilson Station; 30.9%** in the a.m. peak, **65%** in the p.m. peak and **43.2%** 7:00 a.m. to 7:00 p.m.

- Between 1983 and 1985, **north of Dupont Station,** ridership **increased** by **21%** in the a.m. peak period but **decreased** by **7.5%** in the p.m. peak period. An **increase** of **4.6%** in the 7:00 a.m. to 7:00 p.m. period was noted.

- **South of Queen's Park Station,** a **decrease** of **5%** was observed for **1982-1984** for the the p.m. peak, however, the a.m. peak hour and 7:00 a.m. to 7:00 p.m. period ridership changed very little.

BLOOR-DANFORTH LINE

- **West of Jane Station,** there was a **3.3% increase** in ridership in the p.m. peak hour from 1983 to 1985, no significant change in the a.m., but a **5.8% decrease** in the 7:00 a.m. to 7:00 p.m. period.

- **West of Spadina Station** a substantial **decrease** of **20.3%**, from 1983 was recorded in the p.m. peak hour, but there were slight increases in the a.m. and all-day counts.

- **West of Broadview Station,** there was a **decrease** of **11.3%** reported in the a.m. peak hour, with smaller increases in the p.m. and 7:00 a.m. to 7:00 p.m. counts. The decreases at Broadview and Spadina Stations seem somewhat inconsistent, and may be due to loading variations on the count date.

- **West of Victoria Park Station** quite substantial **increases** were observed between 1983 and 1985 for both peaks as well as the all-day counts. This may be attributable to the opening of the Scarborough Rapid Transit line and the consequent increase in the catchment area of the subway.

4.6 COMMUTER RAIL

Exhibit 45 also shows GO commuter rail counts on each line at the Metro Boundary and at Union Station. Since full GO counts were available for 1983 and 1985, these years are presented for all locations.

Commuter rail ridership generally increased on all routes with the exception of the Lakeshore East where slight decreases were observed in the a.m. peak hour, and an unexplained drop on the Georgetown line at the Metro Boundary in the p.m. peak hour. Most of these **increases** were in the order of **5% -20%,** with the notable exception of the **Richmond Hill, Milton and Stouffville** routes which had **increases ranging as high as 70%.** It should be noted that, more so than subway, commuter rail counts can vary dramatically with slight scheduling changes because each train carries a much higher percentage of total peak hour volume than does the subway. Despite this, the observed volumes indicate that the commuter lines implemented in 1981/1982 - Milton, Bradford and Stouffville - are enjoying healthy growth in ridership, while the established lines - Lake Shore East and West, Georgetown and Richmond Hill - are recovering from the immediate decrease in ridership experienced in 1981-1983 as a result of the diversion of existing riders to the new lines. As a result, commuter rail ridership increased slightly between 1983-1985, across all cordons for the peak hours and 12-hour period.

Commuter rail ridership levels for 1975 are not shown in Exhibit 45 due to inconsistencies in the counting procedures: these were subsequently rectified for the 1977 Cordon Count. However, 1975 GO counts are included in the screenline summaries for completeness, recognizing that there are some inaccuracies.

4.7 EXPRESSWAY FLOWS

Exhibit 46 presents a summary of vehicular peak period and all day volumes on expressways at selected screenline crossing points. The counting locations for which summaries are presented are shown on Exhibit 44. Overall, the expressway volumes demonstrate that a **mixture of increases and decreases** of vehicle volumes were observed from 1983 to 1985. Extensive construction work with intermittent closures of both the Gardiner Expressway and the Don Valley Parkway from 7:00 p.m. to 7:00 a.m. took place during the count. Although these facilities were not counted during the day if there was to be a closure at night, it can be assumed that the traffic restrictions due to construction when the expressways were open and the unattractiveness of the routes during construction, generally would account for non-representative volumes during the count. Similarly, the volumes recorded on arterials, which would be used as an alternate route during construction, could also be non-representative. These factors should there be taken into account when using this data. The most extreme anomalies were noted on the **Gardiner Expressway** at Cherry Street where large **decreases of 36.3%** in the a.m. peak hour and **15.1%** for the 7:00 a.m. to 7:00 p.m. period were noted, due to closure of the westbound lanes east of the Don Valley Parkway.

Highway 401 vehicle counts in 1983-85 generally increased, although a mixture of increases and decreases occurred at specific locations. However, at the West Metro Boundary, **decreases** in volumes from **3.1%** to **11.6%** were reported for peak hours and the 12 hour period respectively. This is probably related to construction work in the vicinity of Highway 403 in Peel Region. Other notable **decreases** were **10.3%** for the p.m. peak hour on Highway 401 at the Humber River and **9.4%** for the a.m. peak hour at C.N. Uxbridge Subdivision.

Both **Highways 400 and 409** experienced **increases** in the range of **10%** in vehicular flow between 1983-1985. However, a significant **20.2% decrease** on Highway 409 at the West Metro Boundary was observed during the p.m. peak hour. The peak direction for this facility, in common with others in northwest Metro, is outbound in the a.m. and inbound in the p.m. peak.

Increases of **8.9%** to **13.5%** between 1983 and 1985 were observed in **Highway 427** volumes for the peak hour and 12 hour period. These increases did not, however, compensate for the decreases experienced in 1981 in that vehicle counts in 1985 for the a.m. peak hour and 12 hour period were still lower than those recorded in 1981.

Traffic on **Allen Road** south of Highway 401 between 1983 and 1985 **decreased** by **1%** to **3%,** the first decrease recorded since 1975. It should be noted, however, that this station has always been difficult for Metro staff to count and was counted by the M.T.C. staff in 1985. This change may have increased the accuracy of this count relative to previous years.

Traffic volume increases and decreases were recorded between 1983 and 1985 at counting locations along the **Highway 404/Don Valley Parkway** combination during the peak hour and 12 hour periods. The Don Valley Parkway has operated close to capacity in the peak hours for a number of years. Growth in demand has been accommodated by "spreading" of the peak and by diversion of traffic onto other roads; percentage growth in all-day travel has exceeded peak hour growth over the 10-year period.

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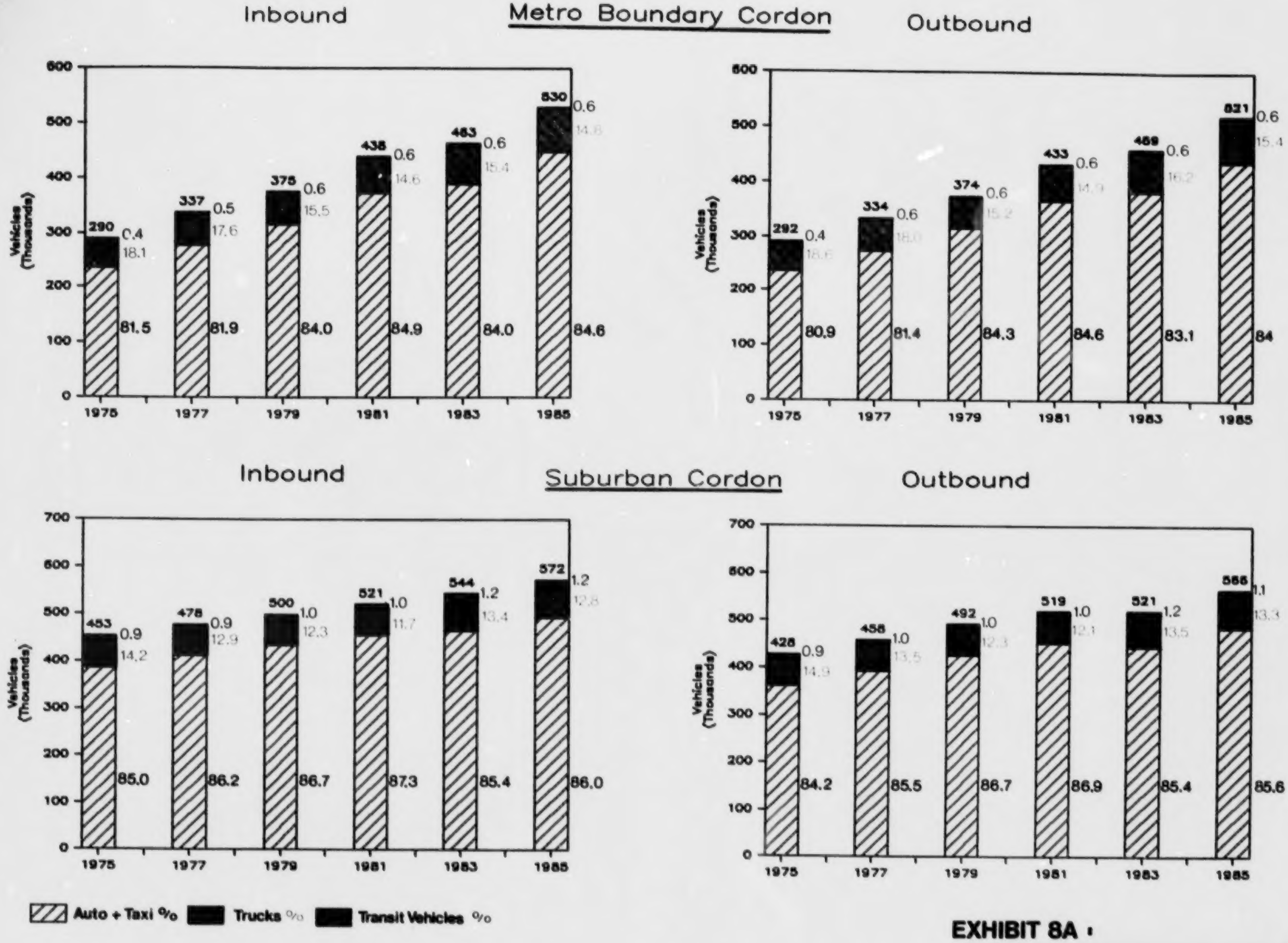
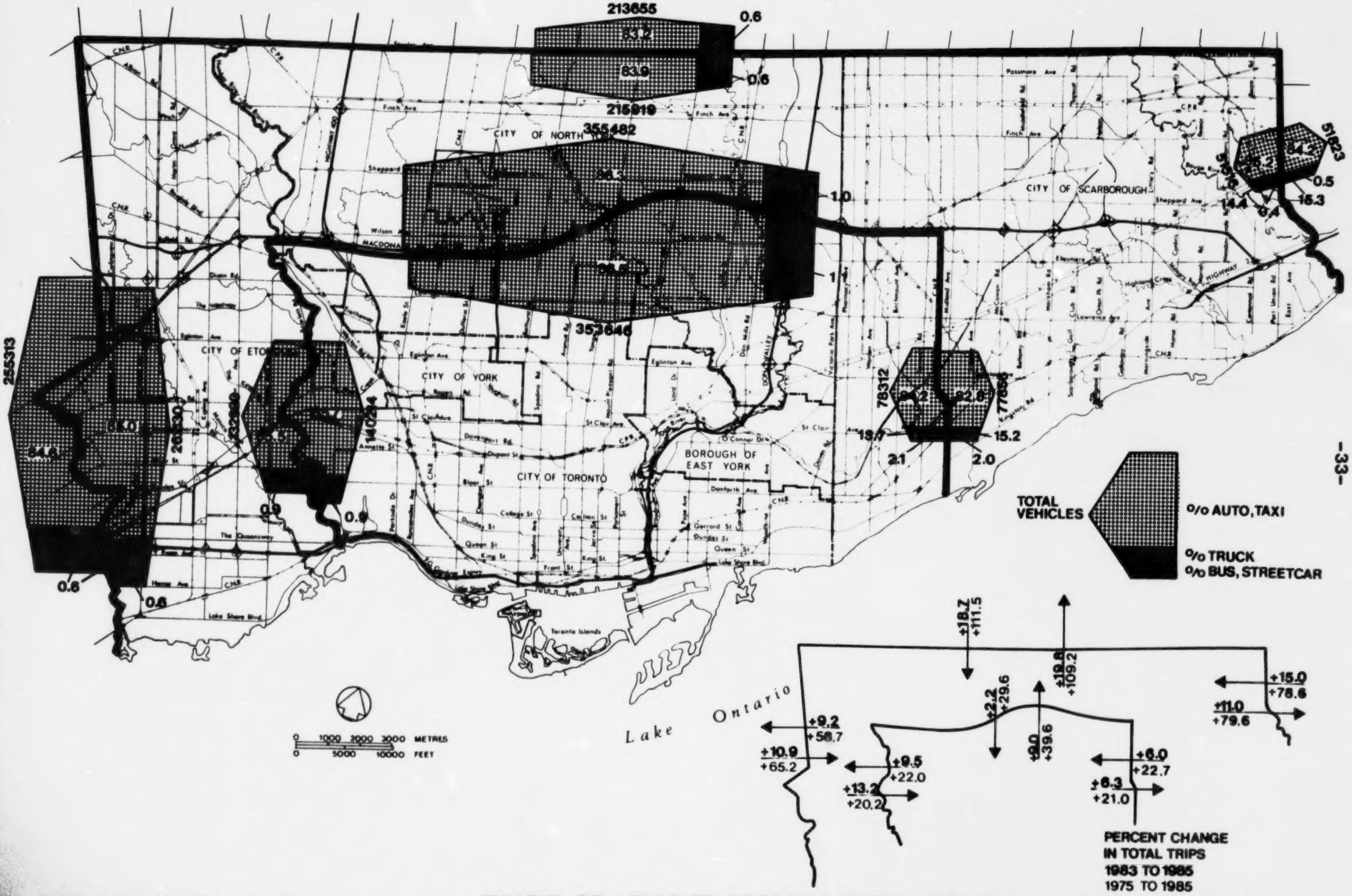


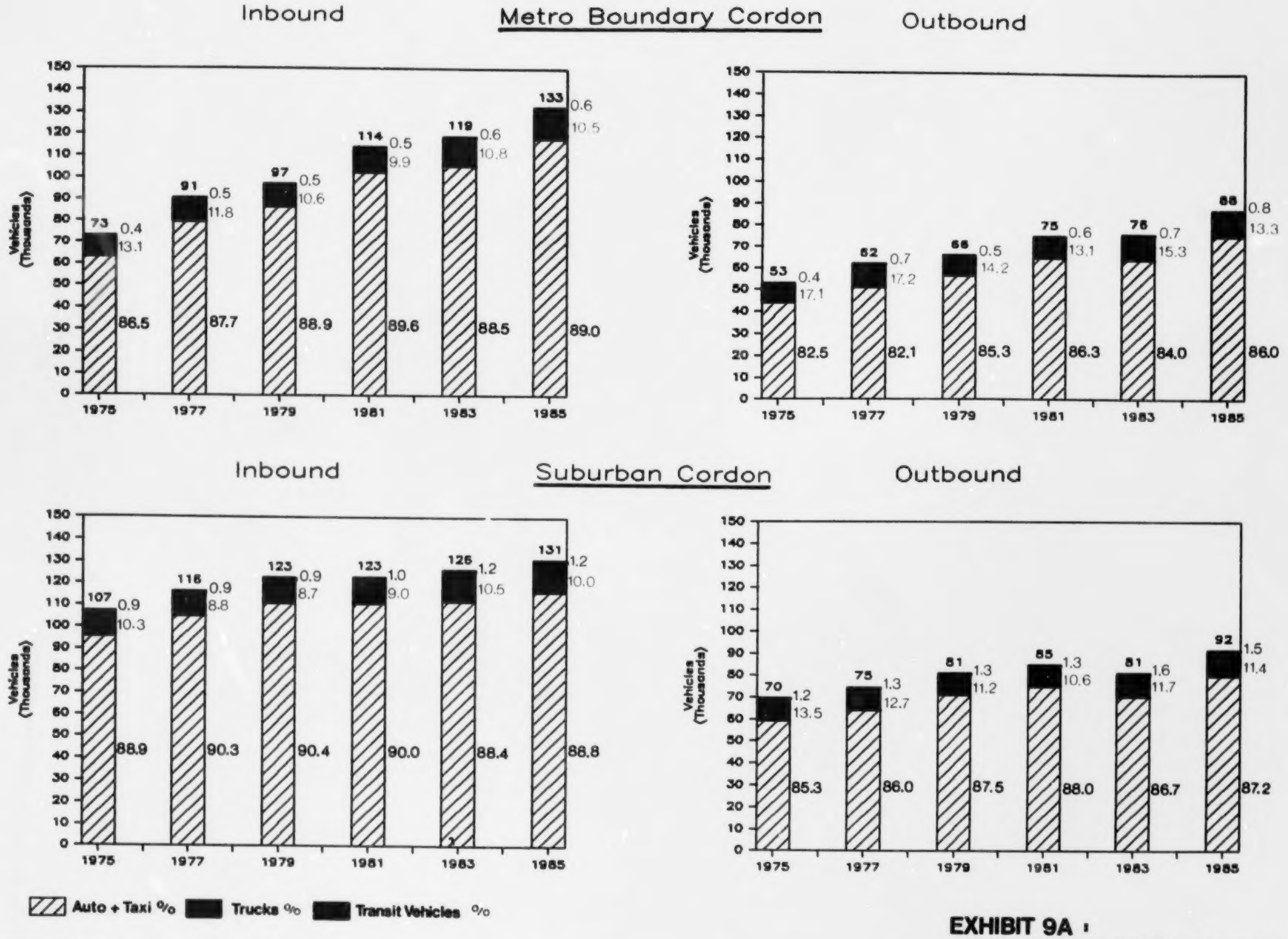
EXHIBIT 8A :
VEHICLES CROSSING OUTER CORDONS
7:00 A.M.–7:00 P.M. 1975–1985

NOTE : Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1985


213655
83.2
0.6
83.9
0.6
215919
355482
86.3
1.0
86.5
1.1
353646
CITY OF NORTH
CITY OF ETOBICOKE
CITY OF YORK
CITY OF TORONTO
BOROUGH OF EAST YORK
CITY OF SCARBOROUGH
255313
84.6
84.0
0.6
0.6
0.9
0.9
140284
51823
84.2
85.2
51516
0.5
15.3
14.4
0.4
78312
84.2
82.8
77656
13.7
15.2
2.1
2.0
Lake Ontario
METRES
FEET
TOTAL VEHICLES
o/o AUTO, TAXI
o/o TRUCK
o/o BUS, STREETCAR
+18.7
+111.5
+19.8
+109.2
+15.0
+78.6
+11.0
+79.6
+9.2
+58.7
+10.9
+65.2
+2.2
+29.6
+9.0
+39.6
+9.5
+22.0
+13.2
+20.2
+6.0
+22.7
+6.3
+21.0
PERCENT CHANGE
IN TOTAL TRIPS
1983 TO 1985
1975 TO 1985

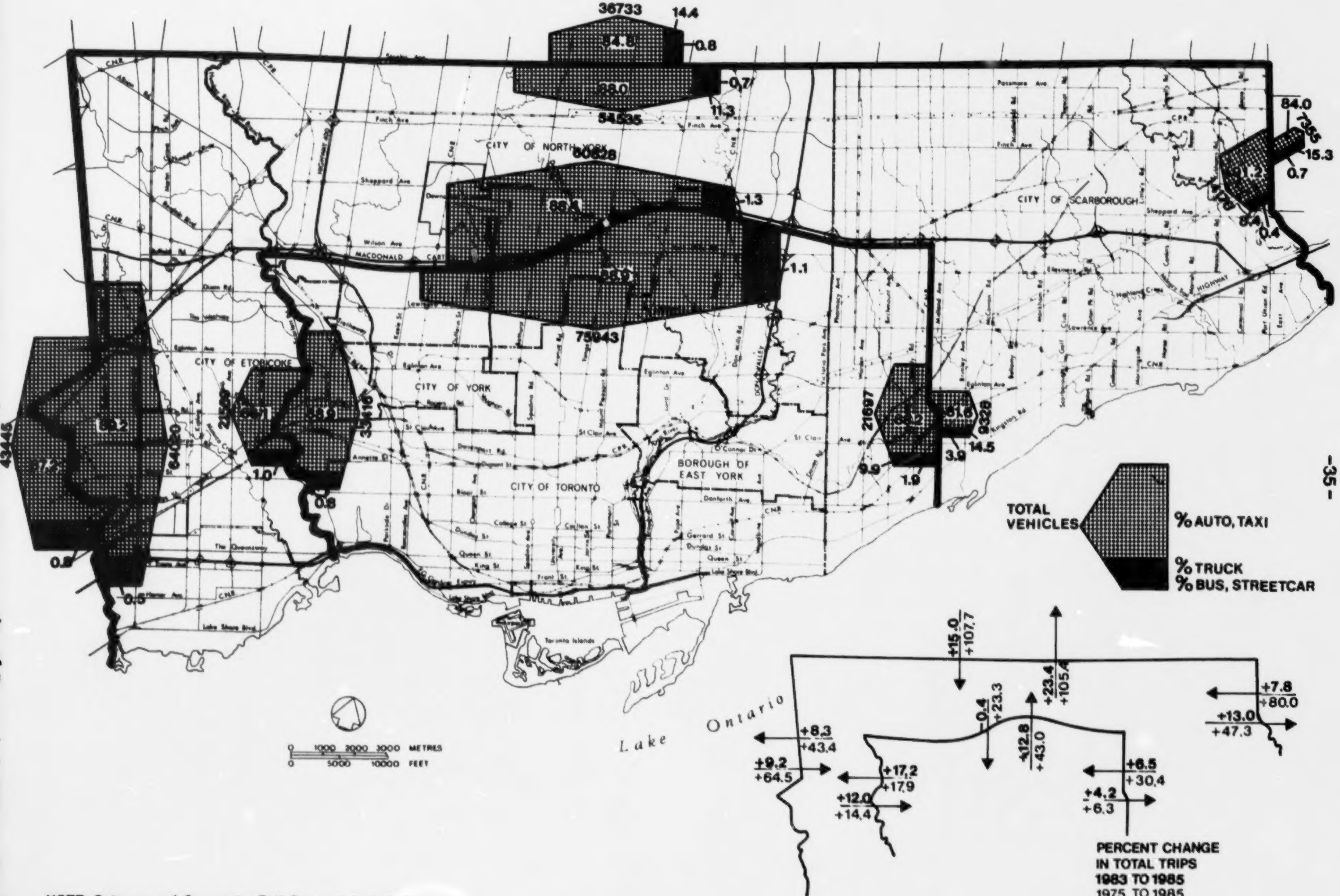
NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 8B: VEHICLES CROSSING OUTER CORDONS 7:00 A.M. – 7:00 P.M. 1985



NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 9A:
VEHICLES CROSSING OUTER CORDONS
7:00 – 9:00 A.M. 1975–1985


36733
14.4
84.8
0.8
88.0
0.7
11.3
54535
60628
88.4
1.3
88.9
1.1
75043
CITY OF NORTH YORK
CITY OF SCARBOROUGH
84.0
7355
15.3
0.7
4178
8.4
0.4
CITY OF ETOBICOKE
43445
88.2
64020
0.8
0.5
21509
1.0
33416
0.8
CITY OF YORK
CITY OF TORONTO
BOROUGH OF EAST YORK
21697
88.2
9.9
1.9
9328
81.6
3.9
14.5
TOTAL VEHICLES
% AUTO, TAXI
% TRUCK
% BUS, STREETCAR
Lake Ontario
Toronto Islands
0 1000 2000 3000 METRES
0 5000 10000 FEET
+15.0
+107.7
+8.3
+43.4
±9.2
+64.5
+17.2
+17.9
+12.0
+14.4
-0.4
+23.3
+12.8
+43.0
+23.4
+105.4
+6.5
+30.4
±4.2
+6.3
+7.8
+80.0
+13.0
+47.3
PERCENT CHANGE
IN TOTAL TRIPS
1983 TO 1985
1975 TO 1985

NOTE: Subway and Commuter Rail Cars not included

METRO CORDON COUNT PROGRAM 1985

EXHIBIT 9B: VEHICLES CROSSING OUTER CORDONS 7:00–9:00 A.M. 1985

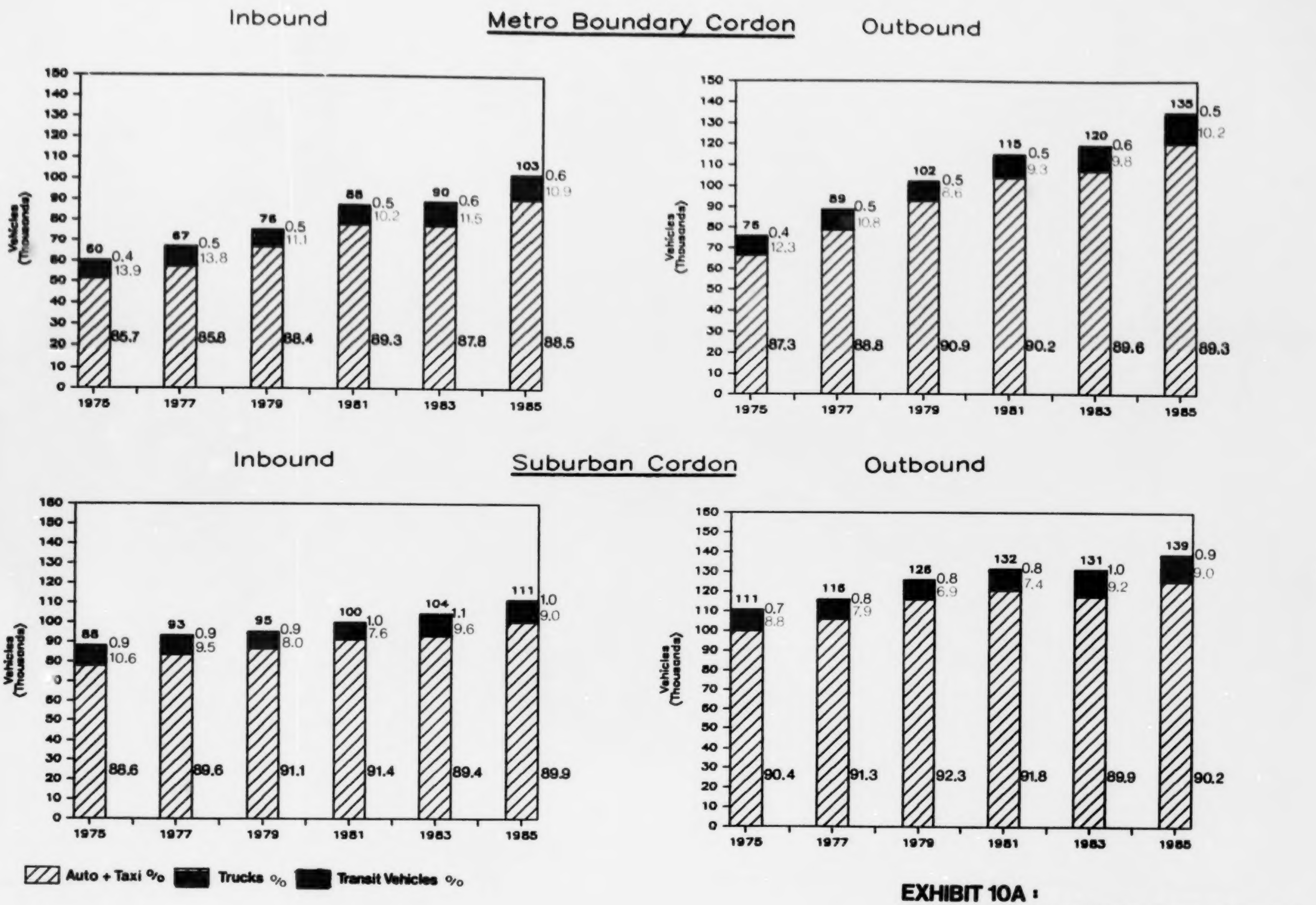
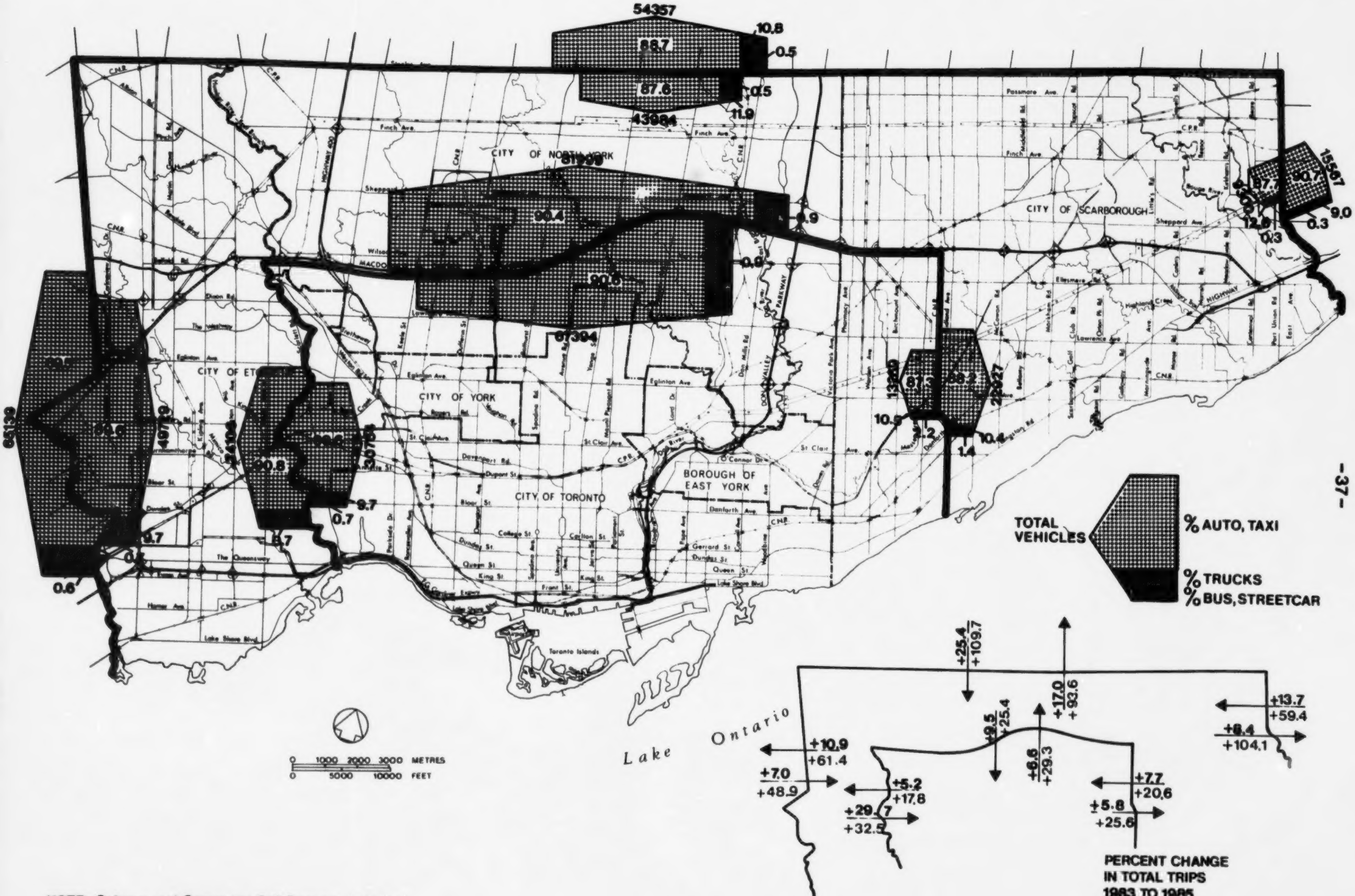


EXHIBIT 10A :
VEHICLES CROSSING OUTER CORDONS
4:00 – 6:00 P.M. 1975–1985

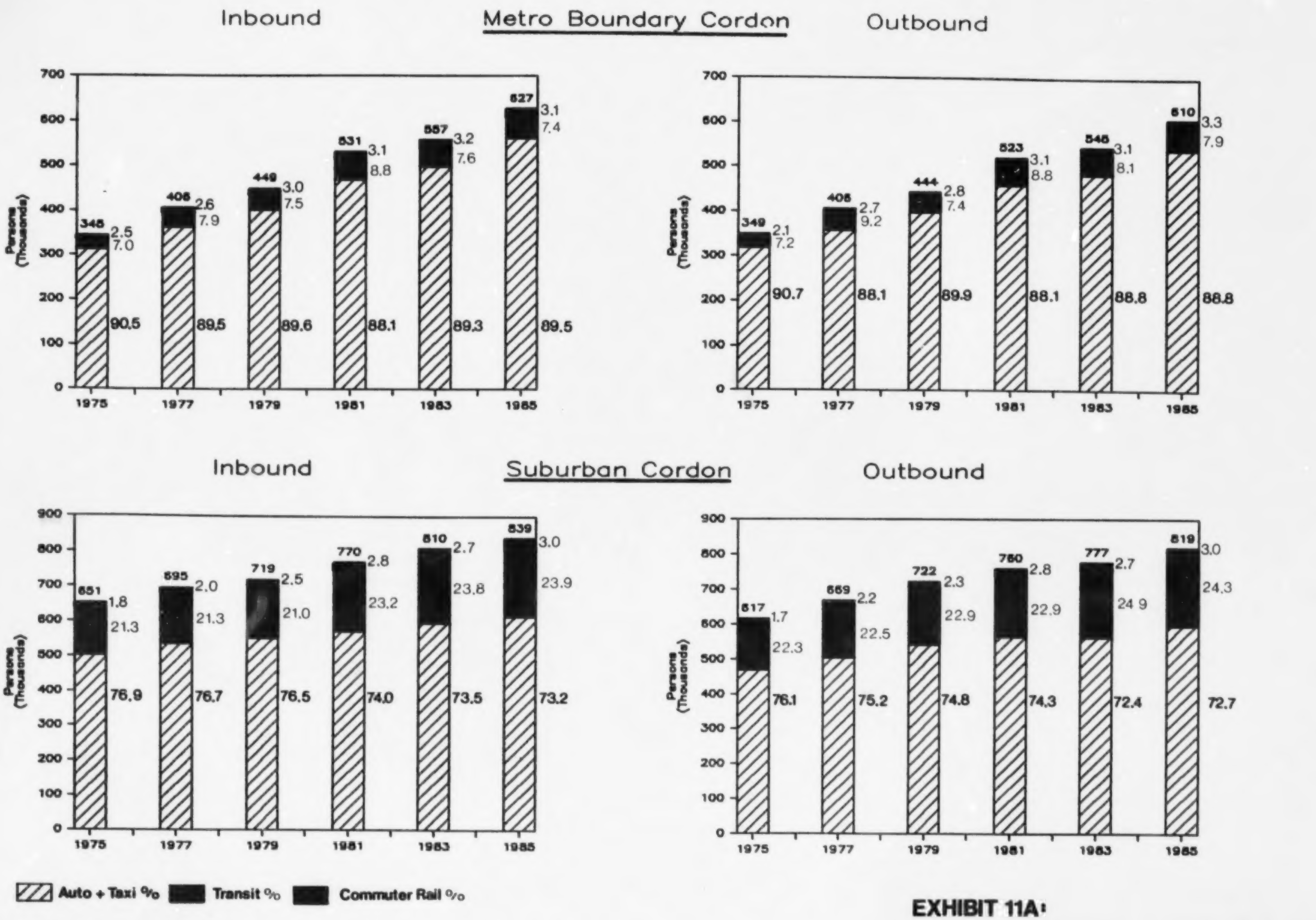
NOTE : Subway and Commutor Rail Cars not included
METRO CORDON COUNT PROGRAM 1985


54357
88.7
10.8
0.5
87.6
0.5
11.9
43984
61999
90.4
90.6
0.9
0.9
67394
15567
90.7
87.7
12.6
0.3
9.0
0.3
13280
87.3
10.9
2.2
28627
88.2
10.4
1.4
30768
24106
90.8
9.7
0.7
8.7
65139
49779
9.7
0.7
0.6
CITY OF NORTH YORK
CITY OF SCARBOROUGH
CITY OF ETOBICOKE
CITY OF YORK
CITY OF TORONTO
BOROUGH OF EAST YORK
Lake Ontario
Toronto Islands
0 1000 2000 3000 METRES
0 5000 10000 FEET
TOTAL VEHICLES
% AUTO, TAXI
% TRUCKS
% BUS, STREETCAR
+25.4
+109.7
+17.0
+93.6
+13.7
+59.4
+8.4
+104.1
+10.9
+61.4
+7.0
+48.9
+9.5
+25.4
+6.6
+29.3
+5.2
+17.8
+29.7
+32.5
+7.7
+20.6
+5.8
+25.6
PERCENT CHANGE
IN TOTAL TRIPS
1983 TO 1985
1975 TO 1985

NOTE: Subway and Commuter Rail Cars not included

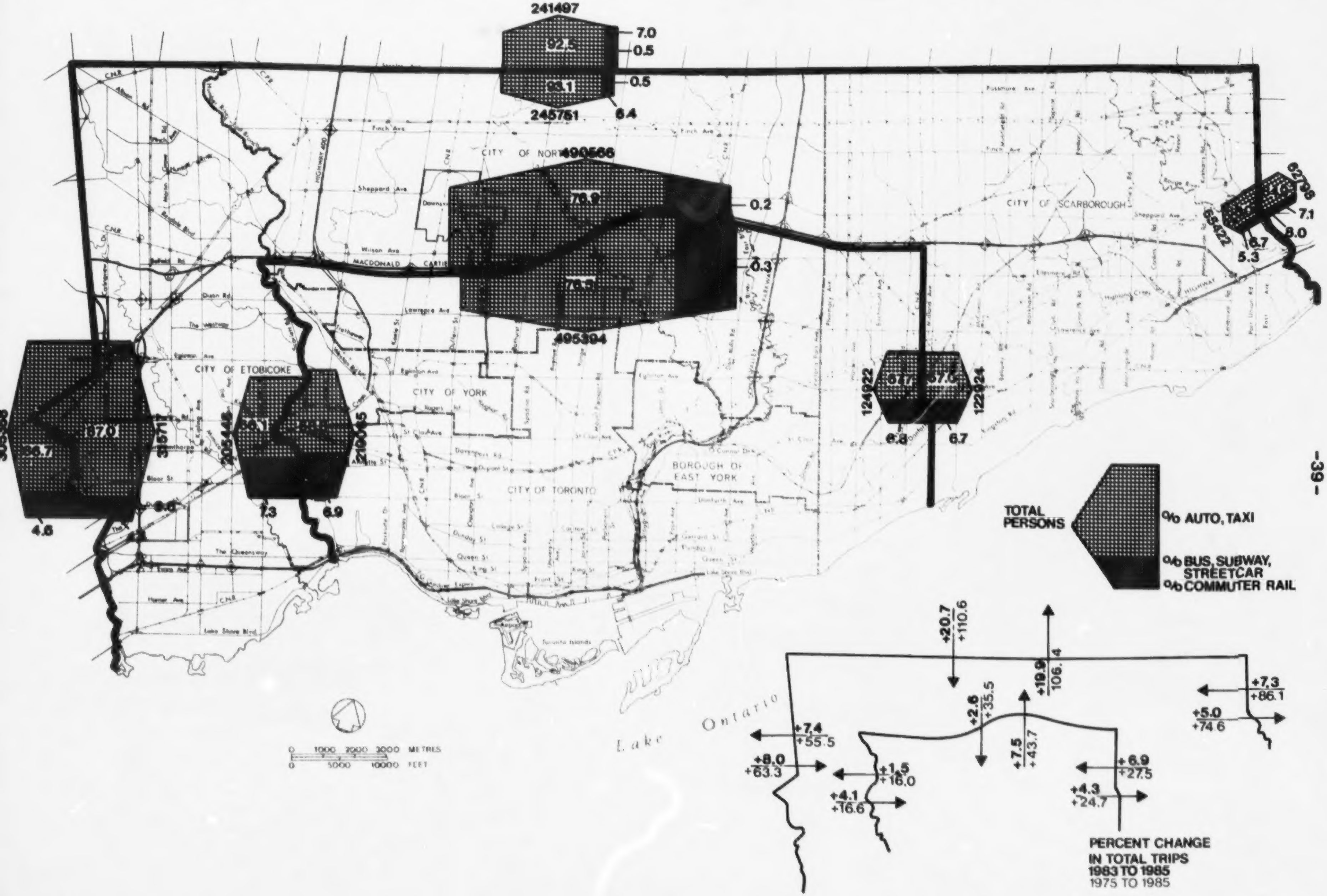
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 10B: VEHICLES CROSSING OUTER CORDONS 4:00 – 6:00 P.M. 1985



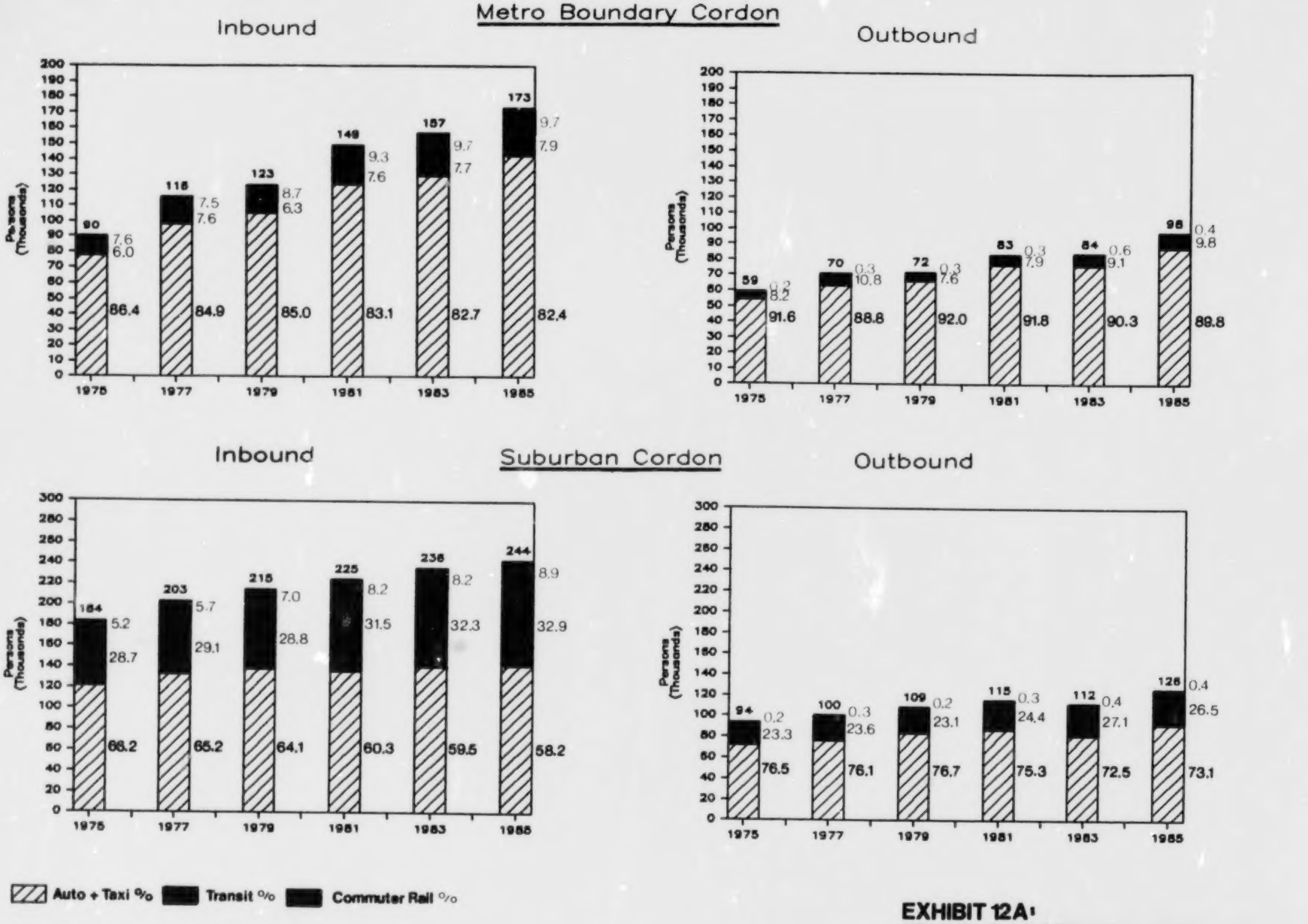
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 11A:
PERSONS CROSSING OUTER CORDONS
7:00 A.M. – 7:00 P.M. 1975–1985


241497
92.5
93.1
245751
7.0
0.5
0.5
6.4
490566
79.9
76.5
495394
0.2
0.3
87.0
86.7
315711
4.6
205448
210045
7.3
6.9
124922
67.7
67.6
122924
6.8
6.7
62796
65422
7.1
8.0
6.7
5.3
CITY OF NORTH YORK
CITY OF ETOBICOKE
CITY OF YORK
CITY OF TORONTO
BOROUGH OF EAST YORK
CITY OF SCARBOROUGH
Lake Ontario
Toronto Islands
0 1000 2000 3000 METRES
0 5000 10000 FEET
TOTAL PERSONS
% AUTO, TAXI
% BUS, SUBWAY, STREETCAR
% COMMUTER RAIL
+20.7
+110.6
+19.9
106.4
+7.3
+86.1
+5.0
+74.6
+2.6
+35.5
+7.5
+43.7
+7.4
+55.5
+8.0
+63.3
+1.5
+16.0
+4.1
+16.6
+6.9
+27.5
+4.3
+24.7
PERCENT CHANGE IN TOTAL TRIPS
1983 TO 1985
1975 TO 1985

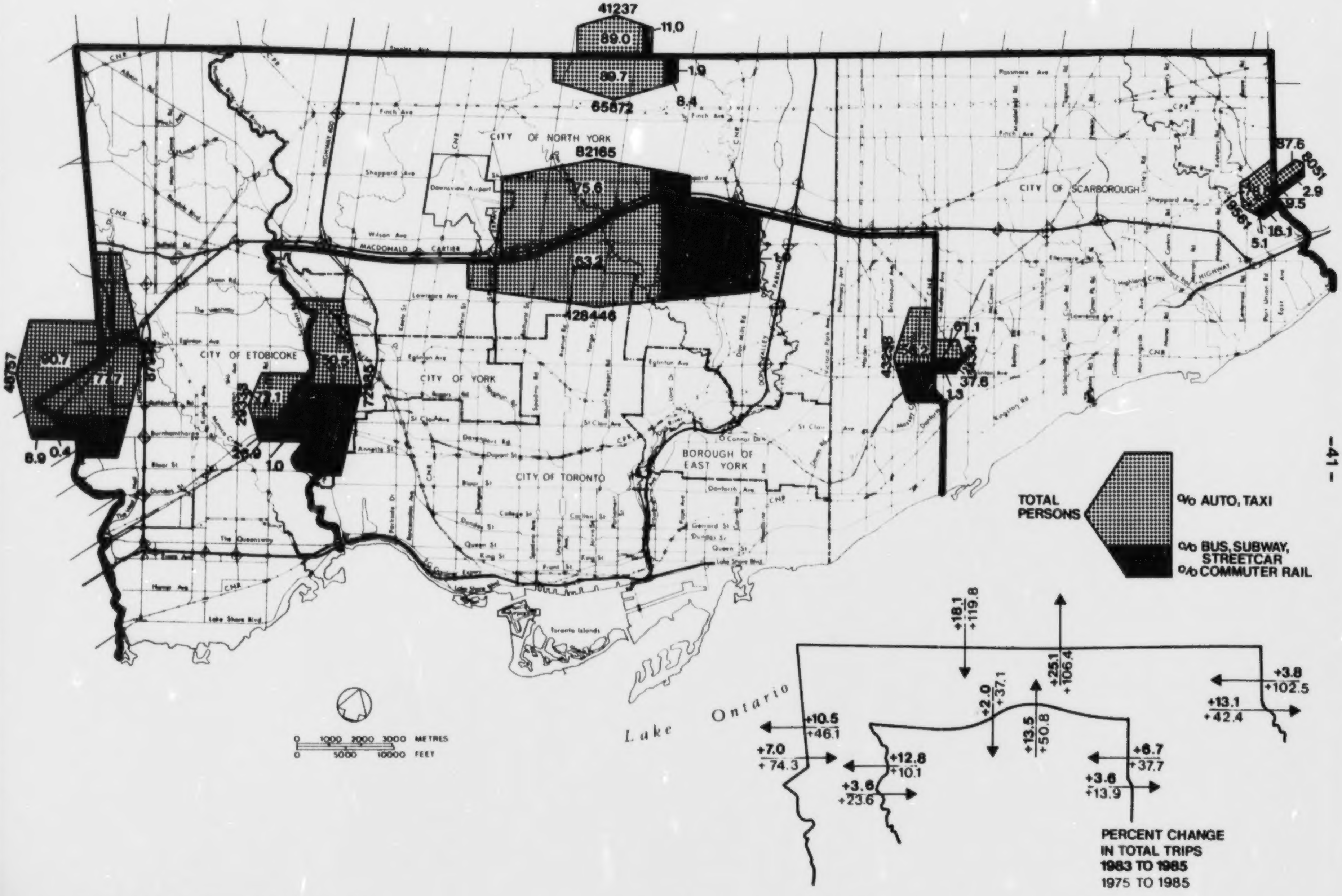
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 11B : PERSONS CROSSING OUTER CORDONS 7:00 A.M. - 7:00 P.M. 1985



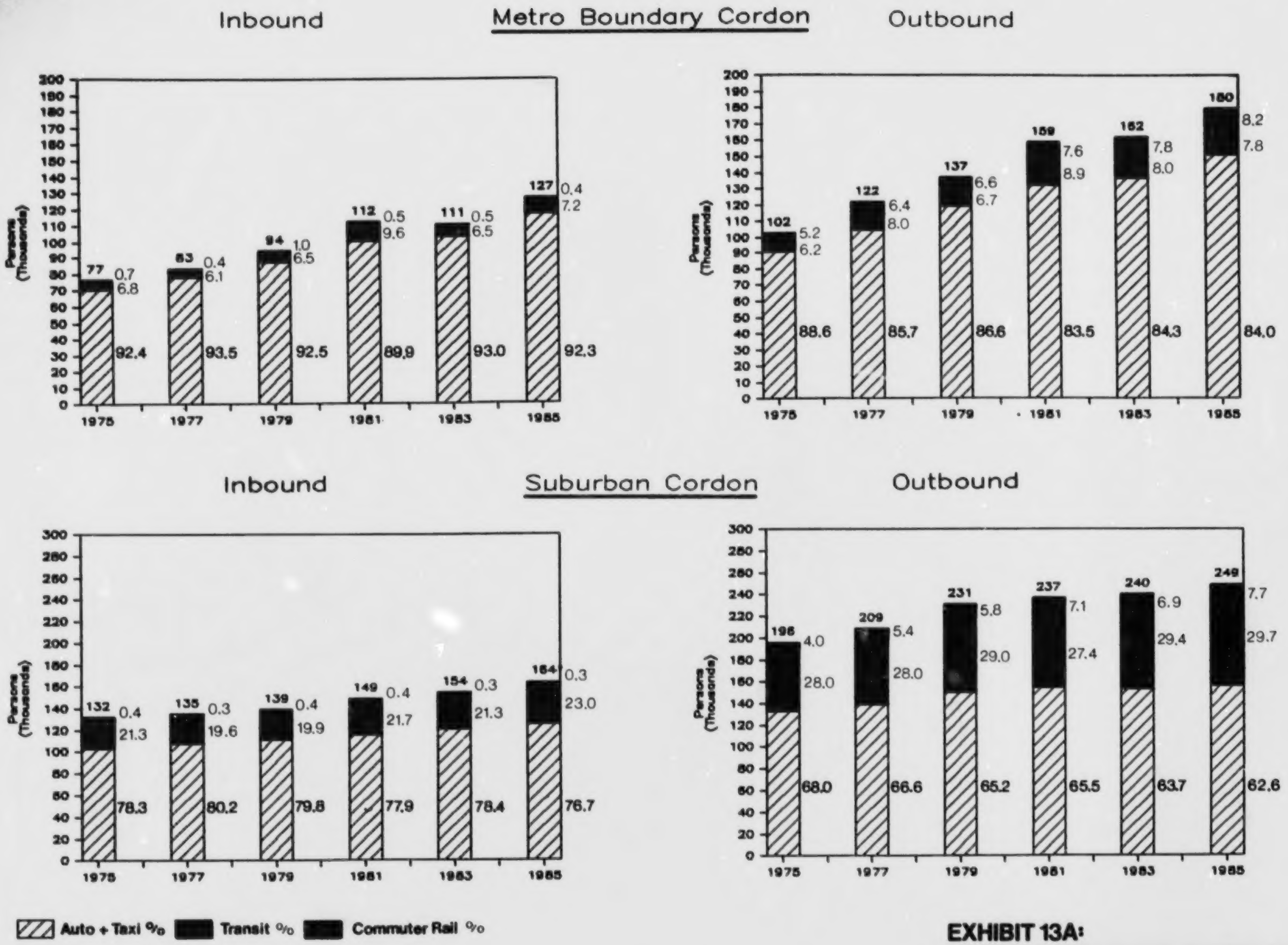
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 12A:
PERSONS CROSSING OUTER CORDONS
7:00–9:00 A.M. 1975–1985


41237
89.0
11.0
89.7
1.9
8.4
65872
CITY OF NORTH YORK
82165
75.6
63.2
1.0
128446
CITY OF ETOBICOKE
48757
90.7
77.7
8.9
0.4
28.9
1.0
71.1
50.5
72985
CITY OF YORK
CITY OF TORONTO
BOROUGH OF EAST YORK
CITY OF SCARBOROUGH
43238
61.1
37.8
1.3
37.6
8051
2.9
9.5
16.1
5.1
18561
Lake Ontario
Toronto Islands
MACDONALD CARTIER
HIGHWAY 400
Downsview Airport
0 1000 2000 3000 METRES
0 5000 10000 FEET
TOTAL PERSONS
% AUTO, TAXI
% BUS, SUBWAY, STREETCAR
% COMMUTER RAIL
+18.1
+119.8
+2.0
+37.1
+25.1
+106.4
+13.5
+50.8
+3.8
+102.5
+13.1
+42.4
+10.5
+46.1
+7.0
+74.3
+12.8
+10.1
+3.6
+23.6
+6.7
+37.7
+3.6
+13.9
PERCENT CHANGE
IN TOTAL TRIPS
1983 TO 1985
1975 TO 1985

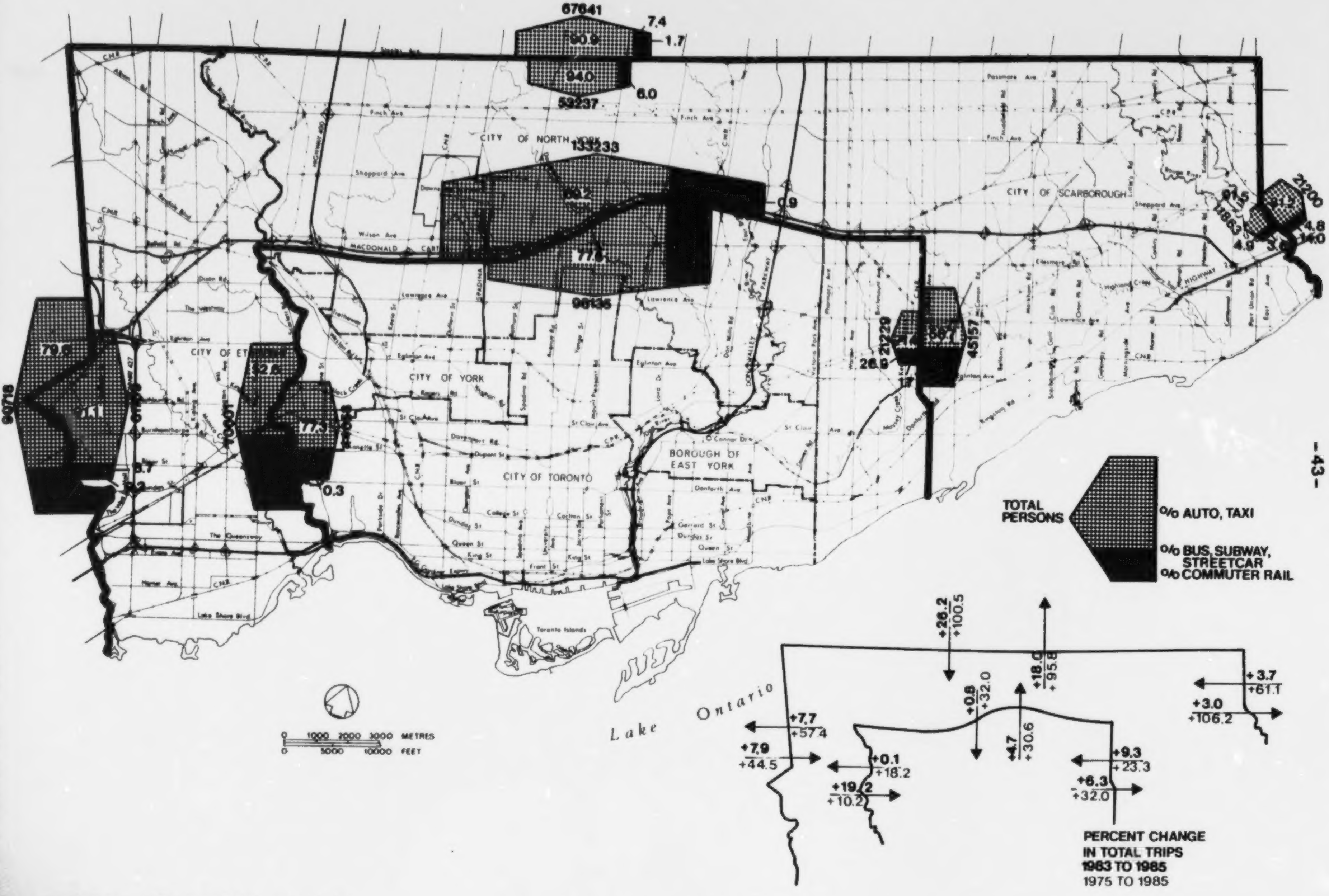
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 12B: PERSONS CROSSING OUTER CORDONS 7:00 - 9:00 A.M. 1985



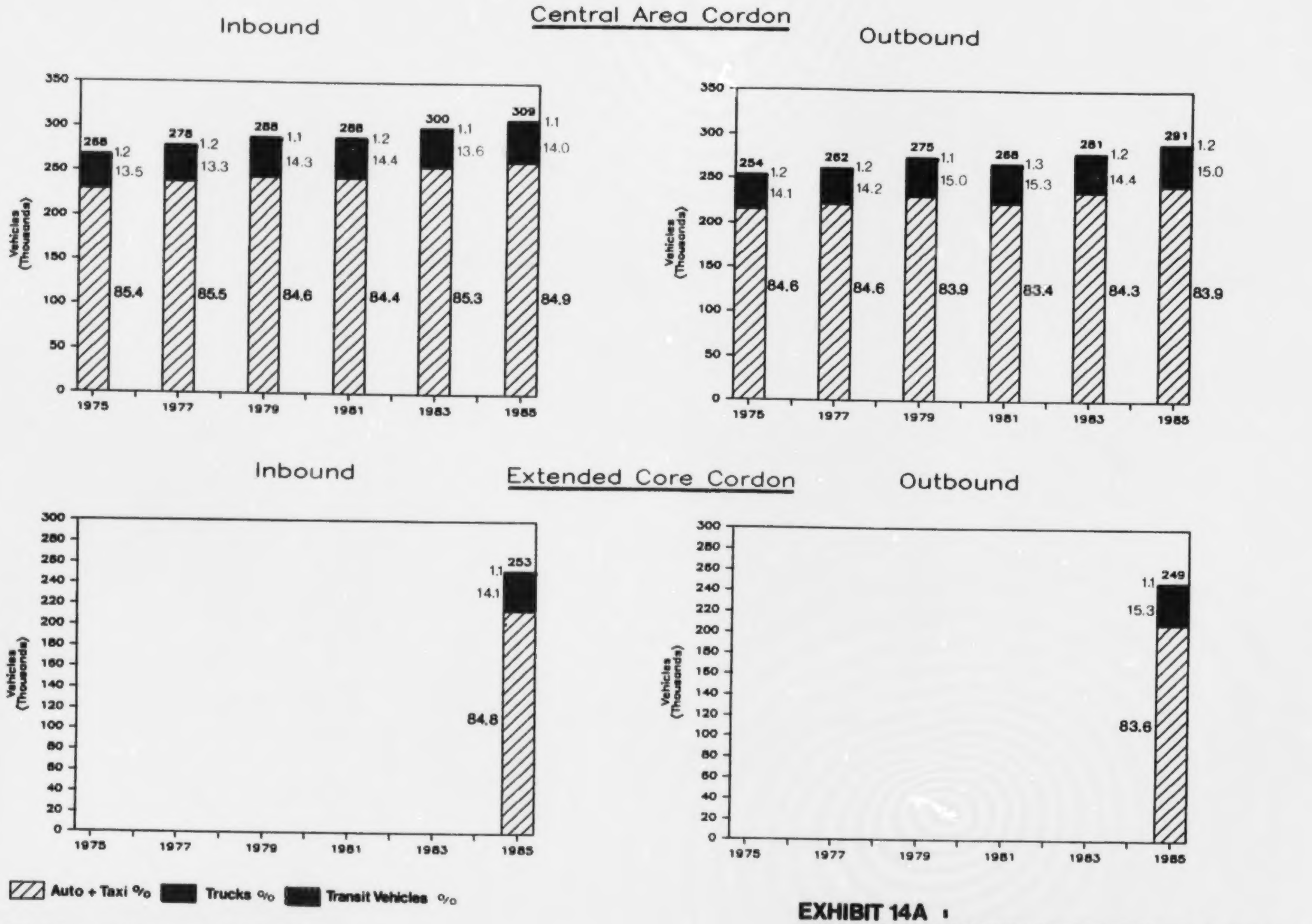
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 13A:
PERSONS CROSSING OUTER CORDONS
4:00-6:00 P.M. 1975-1985


67641
90.9
7.4
1.7
94.0
6.0
53237
133233
80.2
0.9
77.6
96135
90718
79.6
100011
77.3
0.3
21229
26.9
45157
21200
91.5
11863
4.9
4.8
CITY OF NORTH YORK
CITY OF SCARBOROUGH
CITY OF ETOBICOKE
CITY OF YORK
CITY OF TORONTO
BOROUGH OF EAST YORK
Toronto Islands
Lake Ontario
TOTAL PERSONS
% AUTO, TAXI
% BUS, SUBWAY, STREETCAR
% COMMUTER RAIL
0 1000 2000 3000 METRES
0 5000 10000 FEET
+26.2
+100.5
+18.0
+95.8
+0.8
+32.0
+4.7
+30.6
+3.7
+61.1
+3.0
+106.2
+7.7
+57.4
+7.9
+44.5
+0.1
+18.2
+19.2
+10.2
+9.3
+23.3
+6.3
+32.0
PERCENT CHANGE IN TOTAL TRIPS
1963 TO 1985
1975 TO 1985

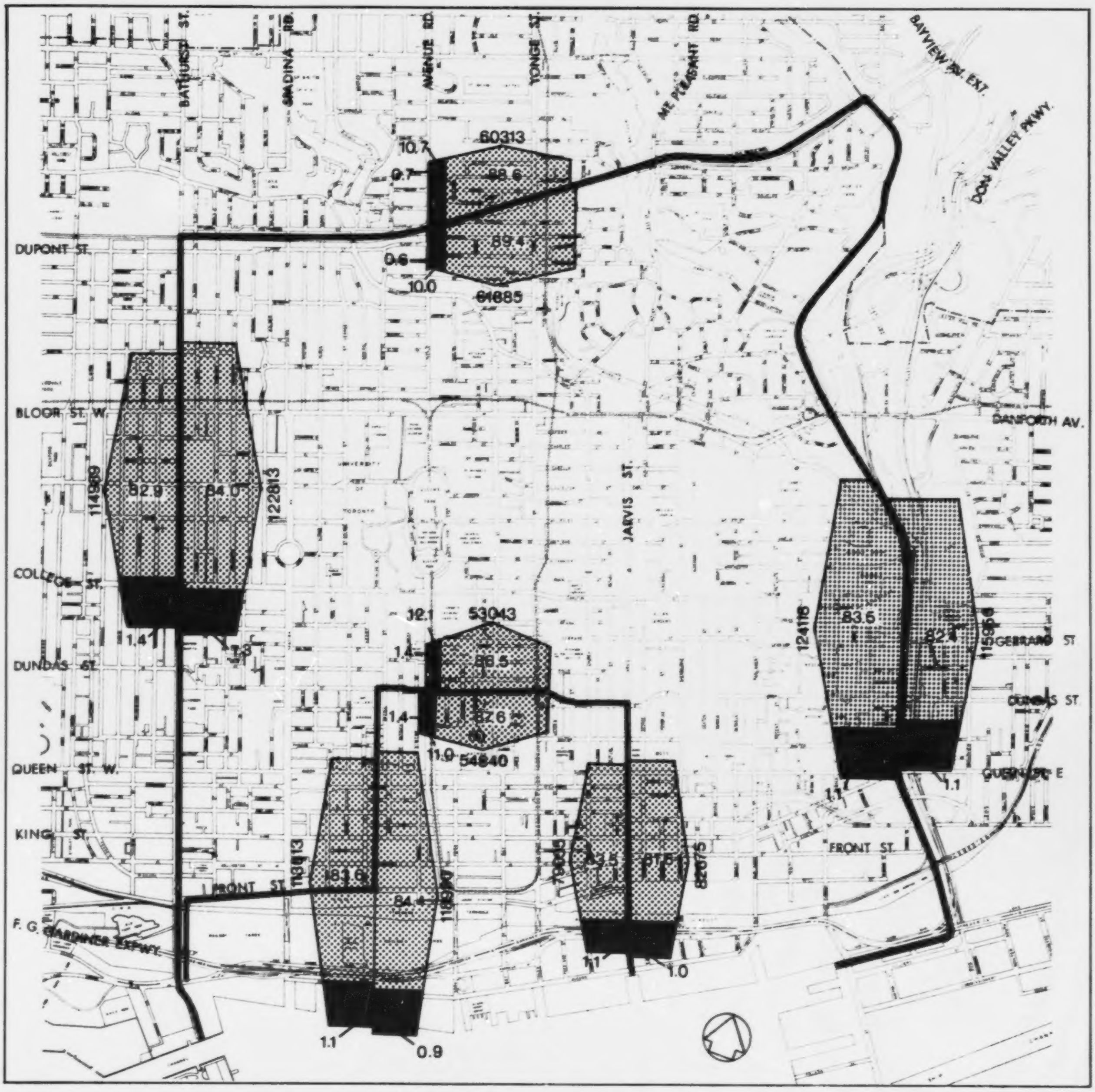
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

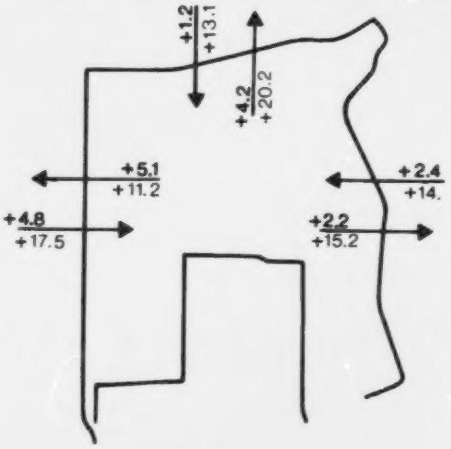
EXHIBIT 13B: PERSONS CROSSING OUTER CORDONS 4:00 – 6:00 P.M. 1985



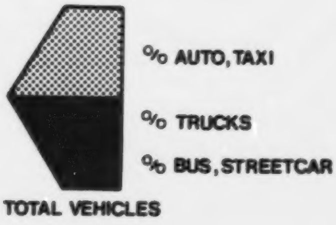
NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 14A :
VEHICLES CROSSING INTERMEDIATE CORDONS
7:00 A.M.–7:00 P.M. 1975–1985


BATHURST ST.
SPADINA RD.
AVENUE RD.
YONGE ST.
MT. PLEASANT RD.
BAYVIEW AV. EXT.
DON VALLEY PKWY.
DUPONT ST.
BLOOR ST. W.
DANFORTH AV.
COLLEGE ST.
DUNDAS ST.
QUEEN ST. W.
KING ST.
FRONT ST.
F. G. GARDINER EXPWY.
JARVIS ST.
GERRARD ST.
DUNDAS ST.
QUEEN ST. E.
FRONT ST.
60313
10.7
0.7
88.6
89.4
0.6
10.0
61885
114989
82.9
84.0
122813
1.4
1.8
53043
12.1
1.4
88.5
1.4
87.6
11.0
54840
124118
83.6
82.4
115954
1.1
1.1
110913
83.6
84.4
118990
1.1
0.9
79885
83.5
87.5
82075
1.1
1.0

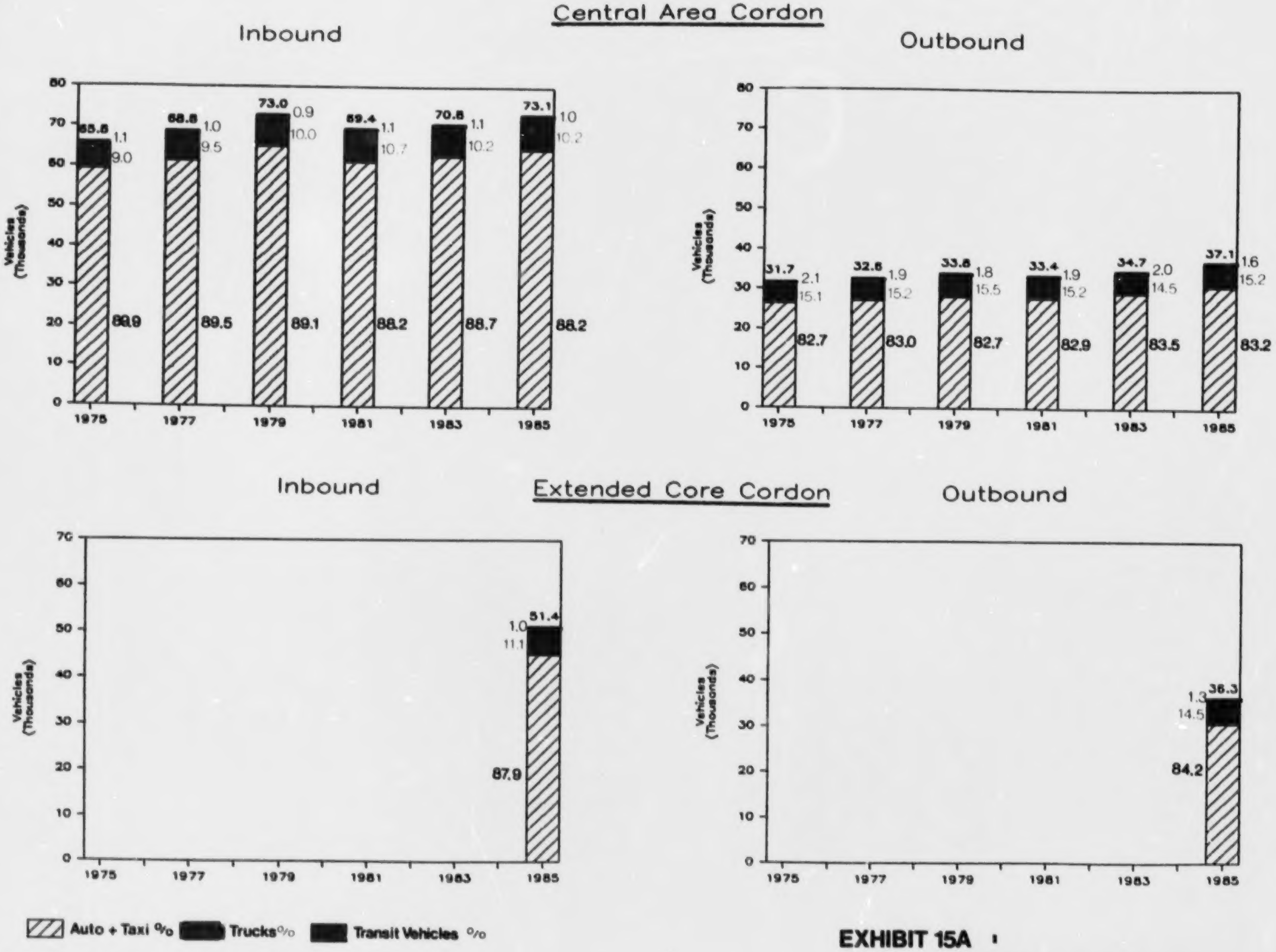

+1.2
+13.1
+4.2
+20.2
+5.1
+11.2
+4.8
+17.5
+2.4
+14.
+2.2
+15.2

PERCENT CHANGE
IN TOTAL TRIPS
1983 TO 1985
1975 TO 1985


% AUTO, TAXI
% TRUCKS
% BUS, STREETCAR
TOTAL VEHICLES

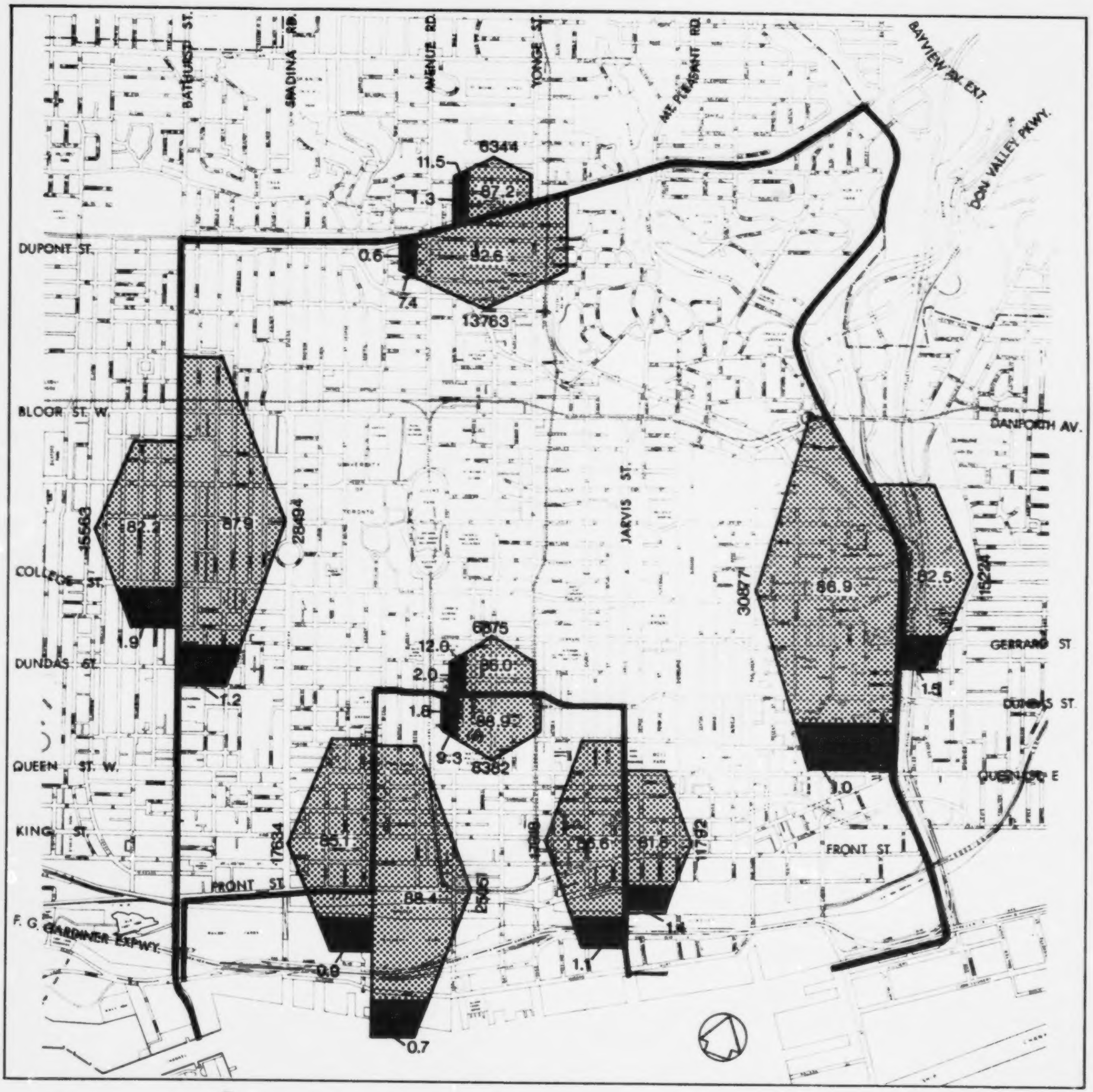
NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1985

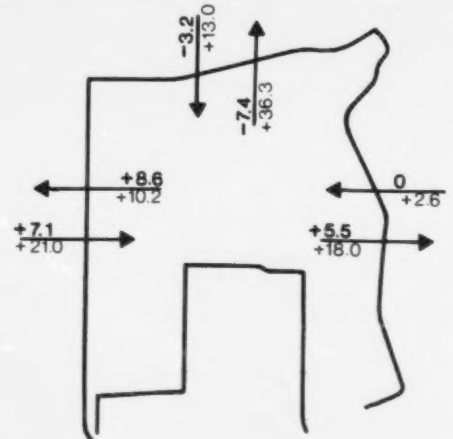
EXHIBIT 14B:
VEHICLES CROSSING INTERMEDIATE CORDONS
7:00 A.M. – 7:00 P.M. 1985



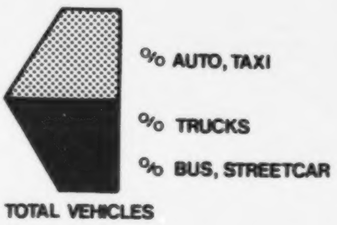
NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 15A
VEHICLES CROSSING INTERMEDIATE CORDONS
7:00 – 9:00 A.M. 1975–1985


BATHURST ST.
SPADINA RD.
AVENUE RD.
YONGE ST.
MT. PLEASANT RD.
BAYVIEW AV. EXT.
DON VALLEY PKWY.
DUPONT ST.
BLOOR ST. W.
DANFORTH AV.
COLLEGE ST.
DUNDAS ST.
GERRARD ST
DUNDAS ST.
QUEEN ST. W.
QUEEN ST. E
KING ST.
FRONT ST.
FRONT ST.
F. G. GARDINER EXPWY.
JARVIS ST.
6344
11.5
87.2
1.3
0.6
92.6
7.4
13763
15563
82.2
87.9
28494
1.9
1.2
30877
86.9
82.5
15224
1.5
1.0
6875
12.6
86.0
2.0
1.6
88.9
9.3
8382
17634
85.1
88.4
28051
0.9
0.7
86.6
81.8
11762
1.4
1.1

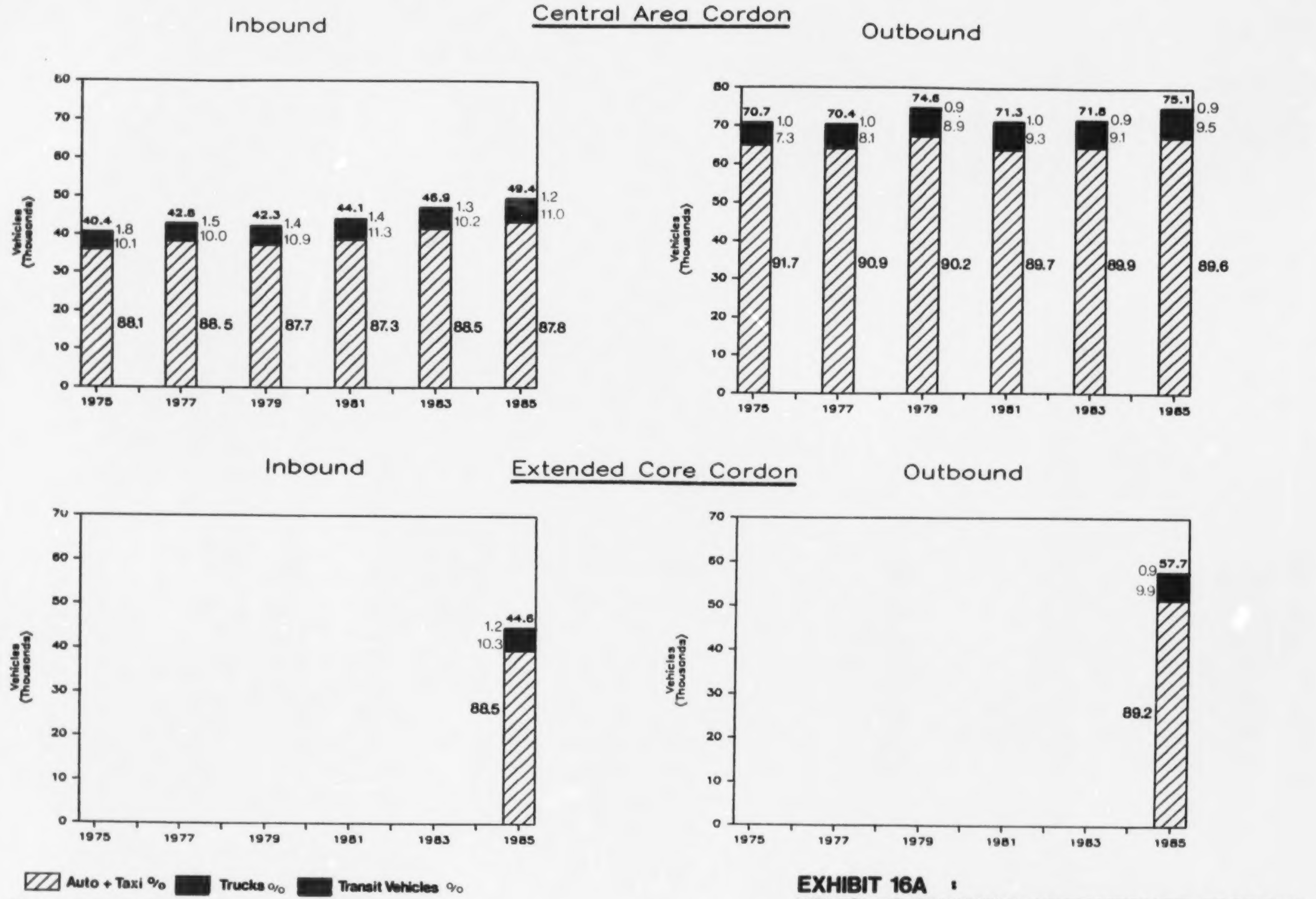

-3.2
+13.0
-7.4
+36.3
+8.6
+10.2
0
+2.6
+7.1
+21.0
+5.5
+18.0

PERCENT CHANGE IN TOTAL TRIPS
1983 TO 1985
1975 TO 1985


% AUTO, TAXI
% TRUCKS
% BUS, STREETCAR
TOTAL VEHICLES

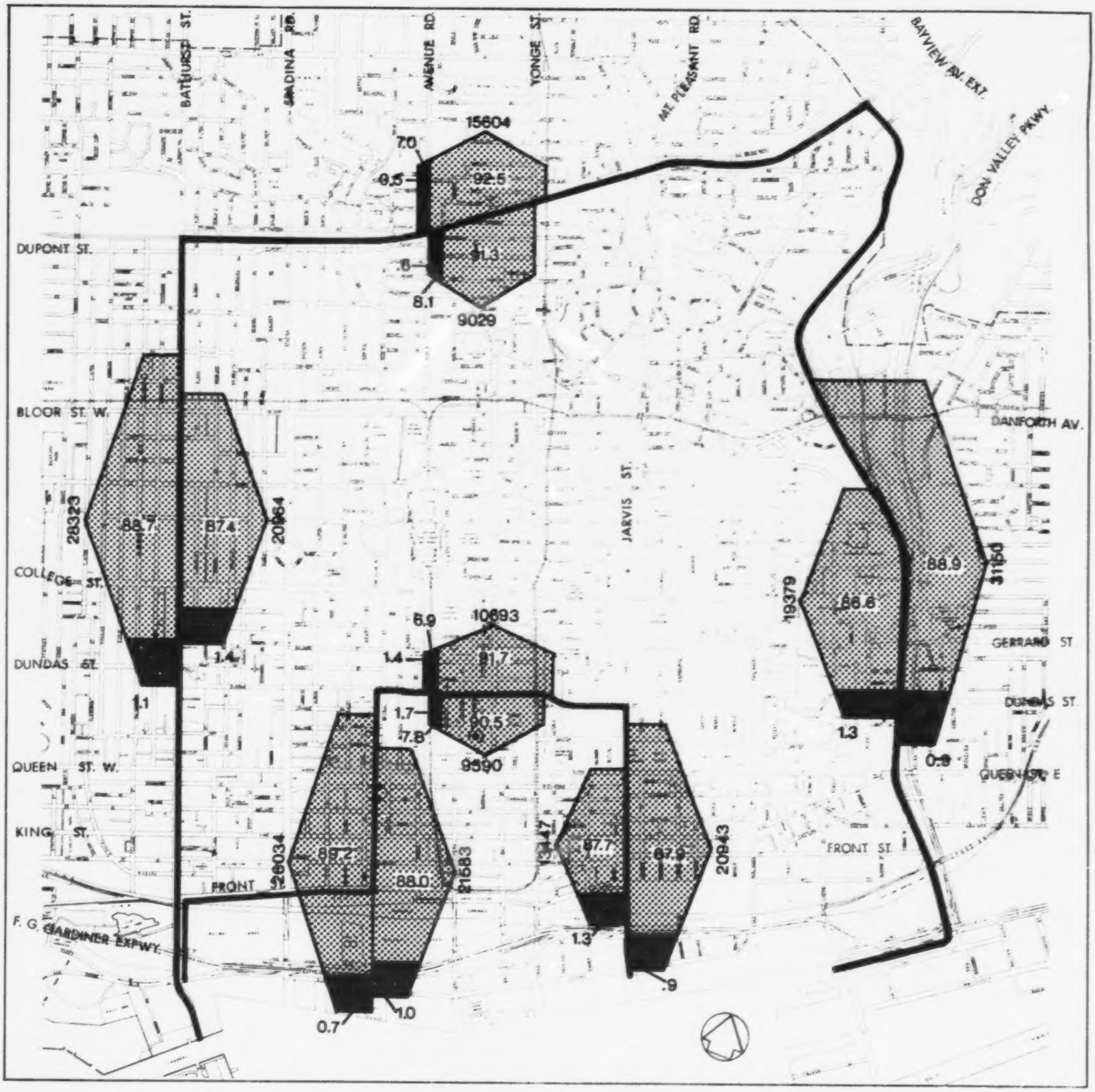
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

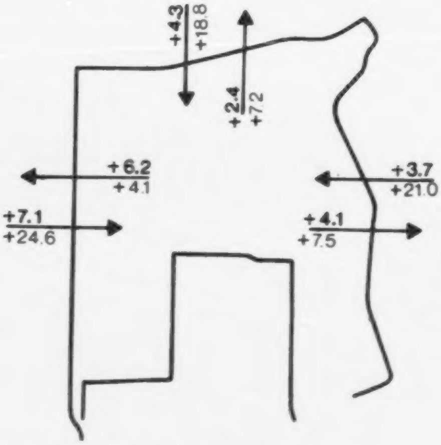
EXHIBIT 15B:
VEHICLES CROSSING INTERMEDIATE CORDONS
7:00-9:00 A.M. 1985



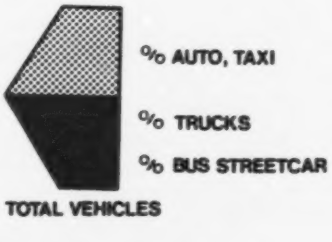
NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COURT PROGRAM 1985

EXHIBIT 16A :
VEHICLES CROSSING INTERMEDIATE CORDONS
4:00 P.M.–6:00 P.M. 1975–1985


BATHURST ST.
SPADINA RD.
AVENUE RD.
YONGE ST.
MT. PLEASANT RD.
BAYVIEW AV. EXT.
DON VALLEY PKWY.
DUPONT ST.
BLOOR ST. W.
DANFORTH AV.
JARVIS ST.
COLLEGE ST.
GERRARD ST.
DUNDAS ST.
DUNDAS ST.
QUEEN ST. W.
QUEEN ST. E
KING ST.
FRONT
FRONT ST.
F. G. GARDINER EXPWY.
15604
7.0
0.5
92.5
91.3
.6
8.1
9029
28323
88.7
87.4
20964
1.4
1.1
10893
6.9
1.4
91.7
1.7
7.8
90.5
9590
26034
89.2
88.0
21583
0.7
1.0
19147
87.7
87.9
20943
1.3
.9
19379
86.6
88.9
31150
1.3
0.9

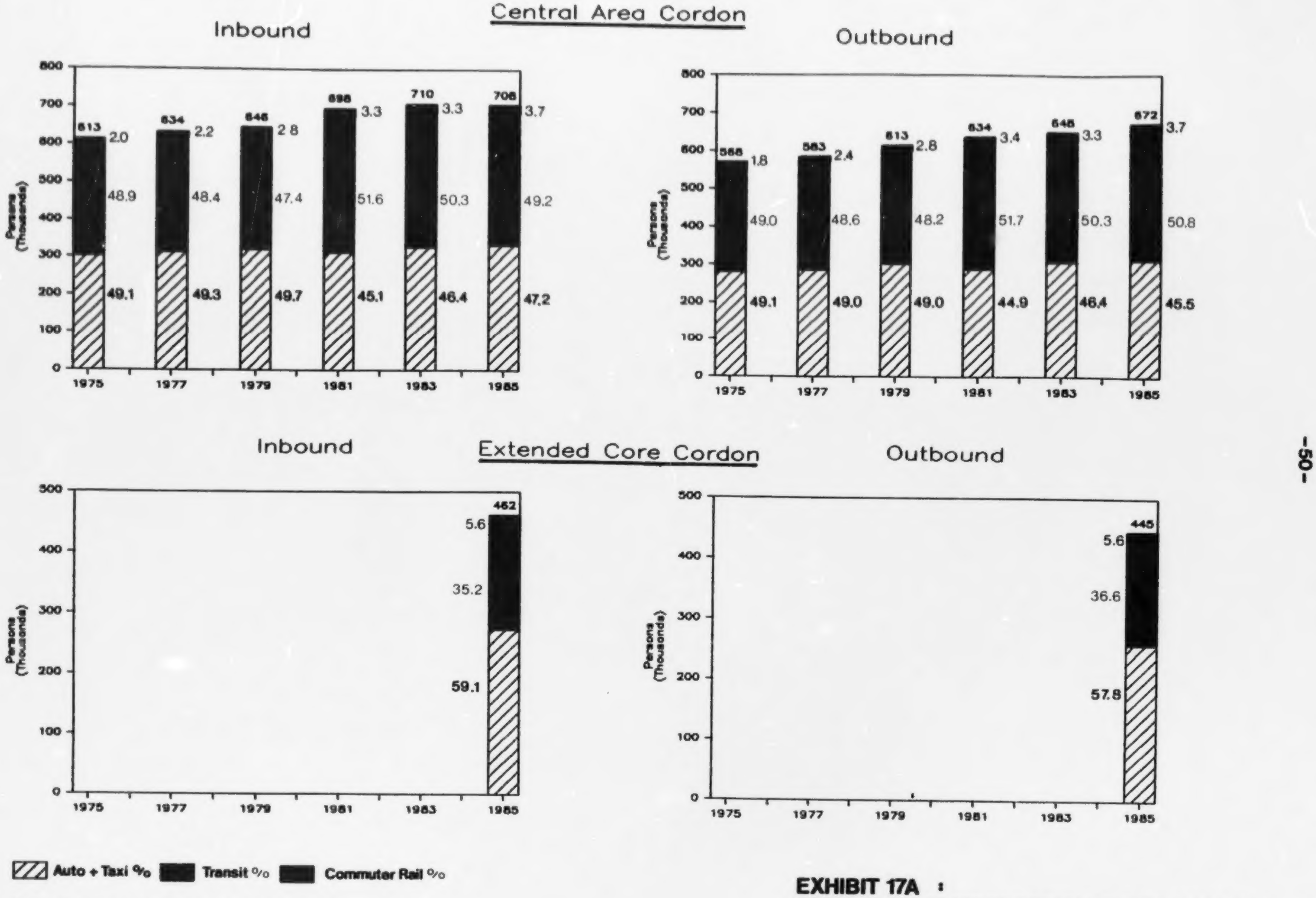

+4.3
+18.8
+2.4
+7.2
+6.2
+4.1
+3.7
+21.0
+7.1
+24.6
+4.1
+7.5

PERCENT CHANGE
IN TOTAL TRIPS
1983 TO 1985
1975 TO 1985


% AUTO, TAXI
% TRUCKS
% BUS STREETCAR
TOTAL VEHICLES

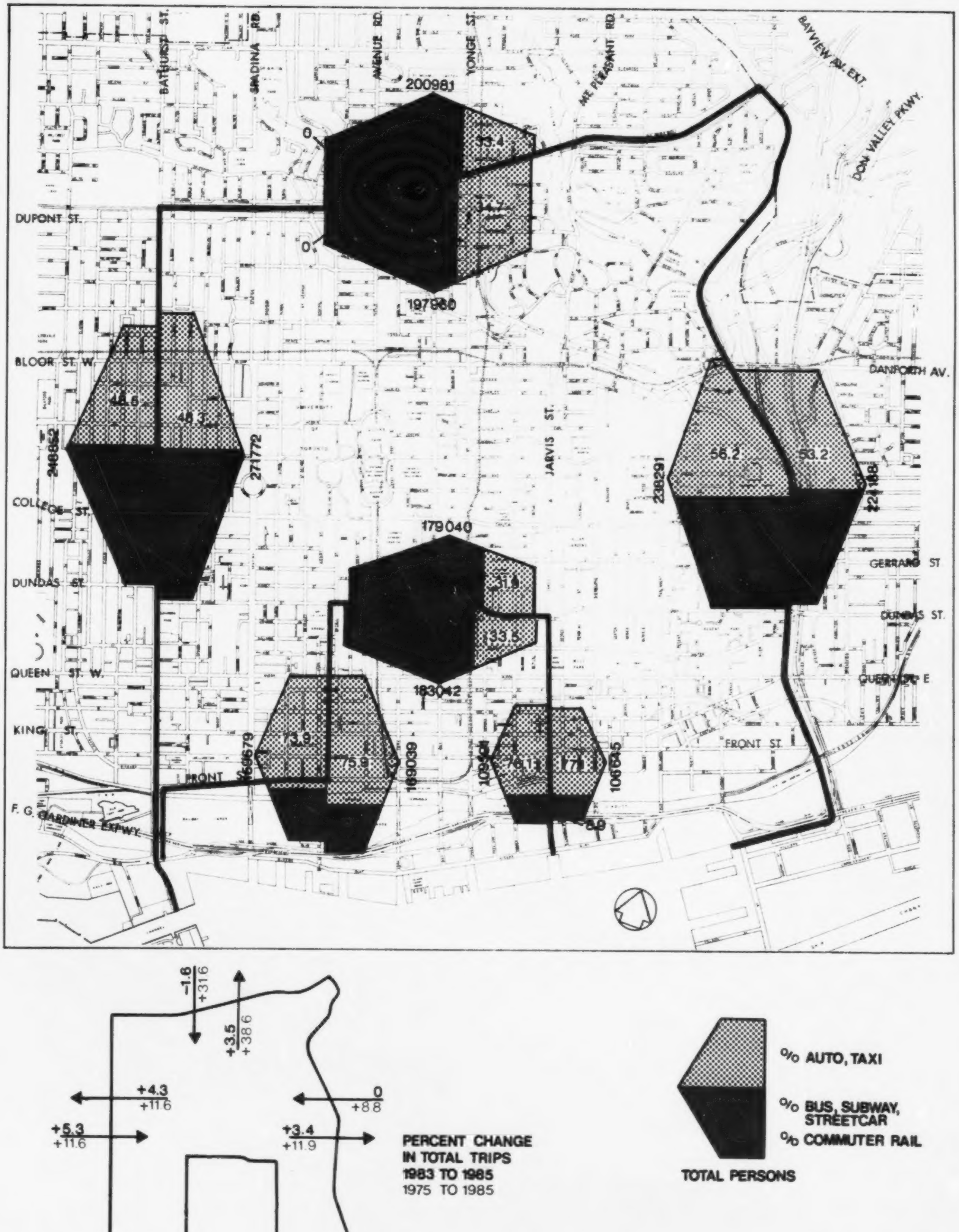
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 16B:
VEHICLES CROSSING INTERMEDIATE CORDONS
4:00-6:00 P.M. 1985



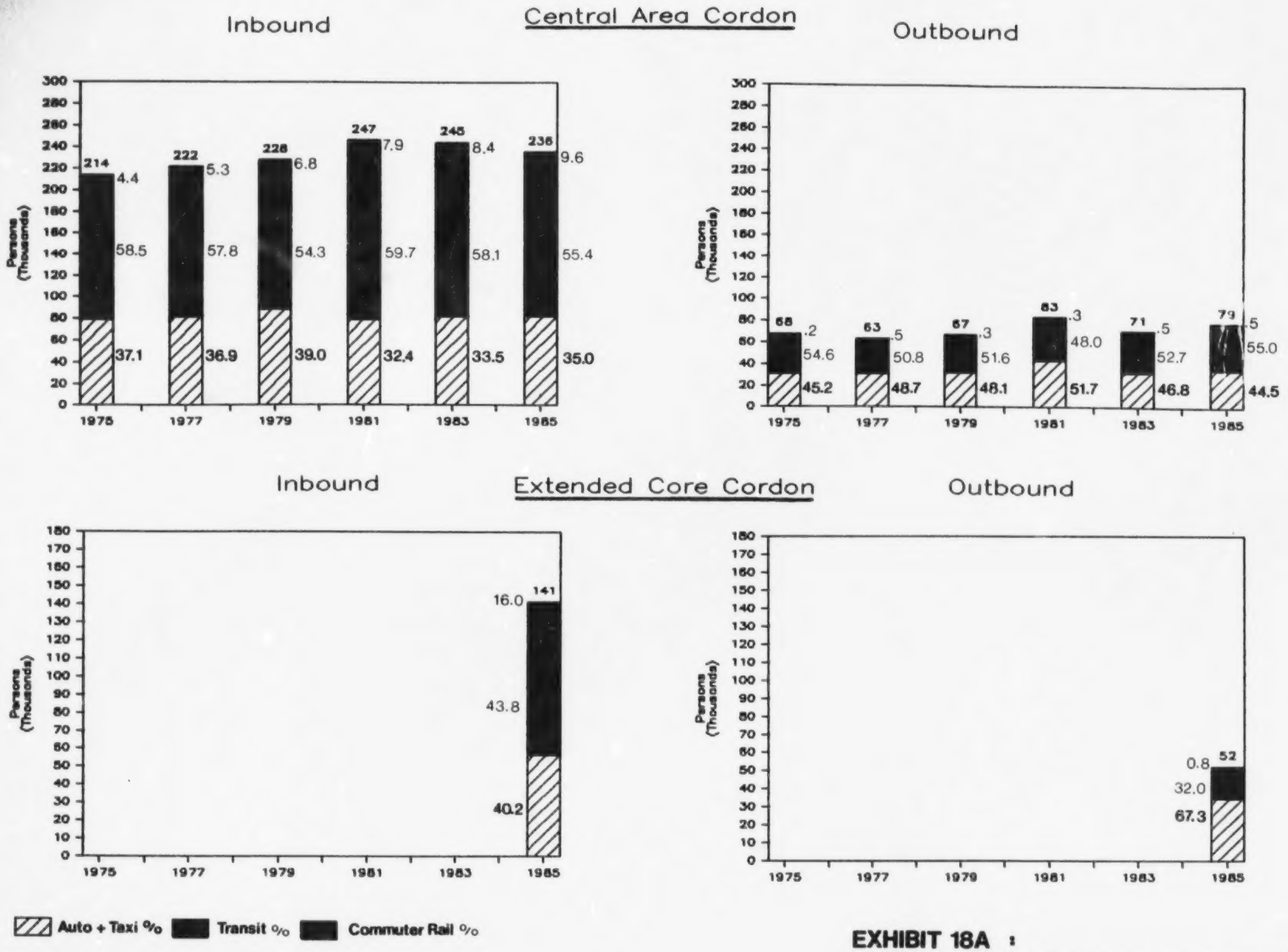
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 17A :
PERSONS CROSSING INTERMEDIATE CORDONS
7:00 A.M–7:00 P.M. 1975–1985


BATHURST ST.
SPADINA RD.
AVENUE RD.
YONGE ST.
MT. PLEASANT RD.
BAYVIEW AV. EXT.
DON VALLEY PKWY.
DUPONT ST.
BLOOR ST. W.
COLLEGE ST.
DUNDAS ST.
QUEEN ST. W.
KING ST.
FRONT
F. G. GARDINER EXPWY.
JARVIS ST.
DANFORTH AV.
GERRARD ST
DUNDAS ST.
QUEEN ST. E
FRONT ST.
200981
197980
0
0.
33.4
34.7
248852
271772
46.6
46.3
238291
224188
56.2
53.2
179040
183042
31.9
33.5
169679
169039
73.9
75.9
109401
106645
76.1
77.1
5.9
-1.6
+31.6
+3.5
+38.6
+4.3
+11.6
+5.3
+11.6
0
+8.8
+3.4
+11.9
PERCENT CHANGE IN TOTAL TRIPS
1983 TO 1985
1975 TO 1985
% AUTO, TAXI
% BUS, SUBWAY, STREETCAR
% COMMUTER RAIL
TOTAL PERSONS

NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 17B:
PERSONS CROSSING INTERMEDIATE CORDONS
7:00 A.M.–7:00 P.M. 1985



Central Area Cordon

Inbound

Outbound

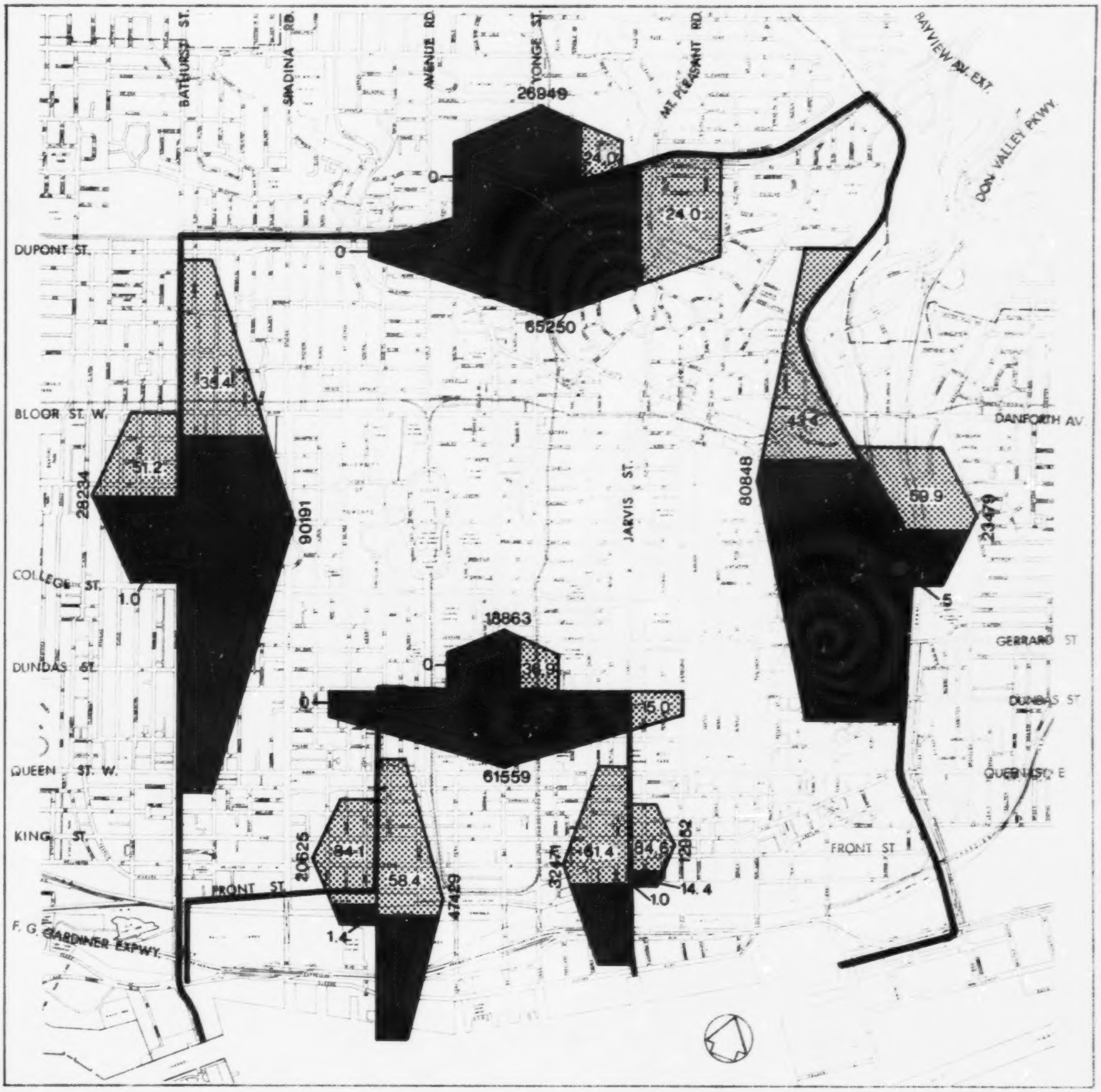
Extended Core Cordon

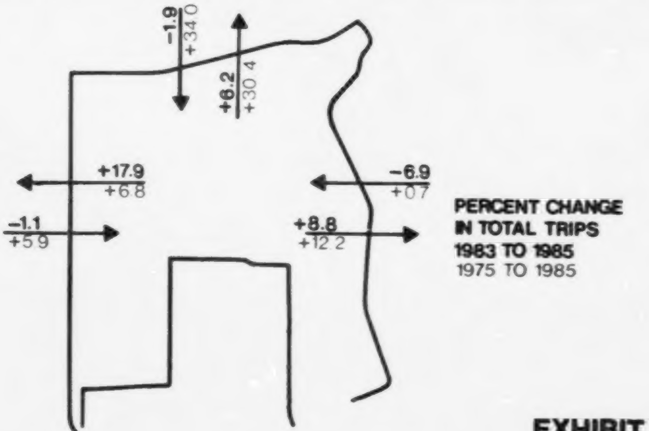
Inbound

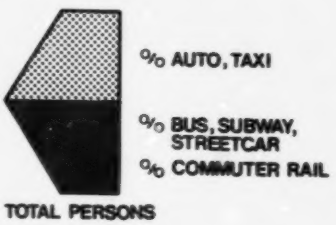
Outbound

NOTE : Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 18A :
PERSONS CROSSING INTERMEDIATE CORDONS
7:00 – 9:00 A.M. 1975–1985

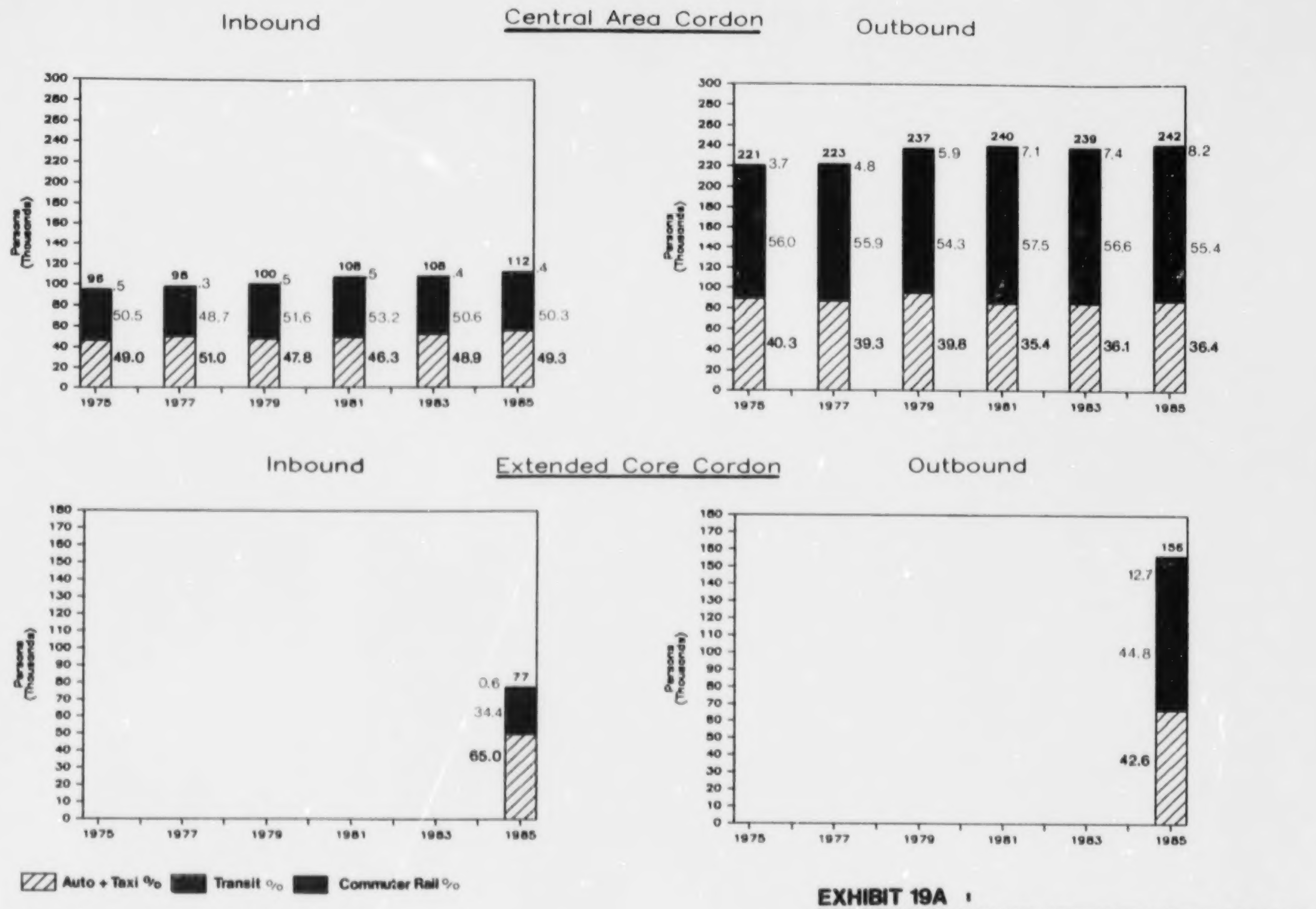

BATHURST ST.
SPADINA RD.
AVENUE RD
YONGE ST.
MT. PLEASANT RD.
BAYVIEW AV. EXT.
DON VALLEY PKWY.
DUPONT ST.
BLOOR ST. W.
DANFORTH AV.
COLLEGE ST.
DUNDAS ST.
QUEEN ST. W.
KING ST.
FRONT ST.
F. G. GARDINER EXPWY.
JARVIS ST.
GERRARD ST
DUNDAS ST
QUEEN ST. E
FRONT ST
26949
24.0
0
24.0
0
65250
38.4
51.2
28234
90191
1.0
44.4
80848
59.9
23479
5
18863
36.9
0
0
15.0
61559
20625
84.1
58.4
47429
1.4
32471
61.4
84.6
12852
14.4
1.0


-1.9
+34.0
+6.2
+30.4
+17.9
+6.8
-6.9
+0.7
-1.1
+5.9
+8.8
+12.2
PERCENT CHANGE IN TOTAL TRIPS
1983 TO 1985
1975 TO 1985


% AUTO, TAXI
% BUS, SUBWAY, STREETCAR
% COMMUTER RAIL
TOTAL PERSONS

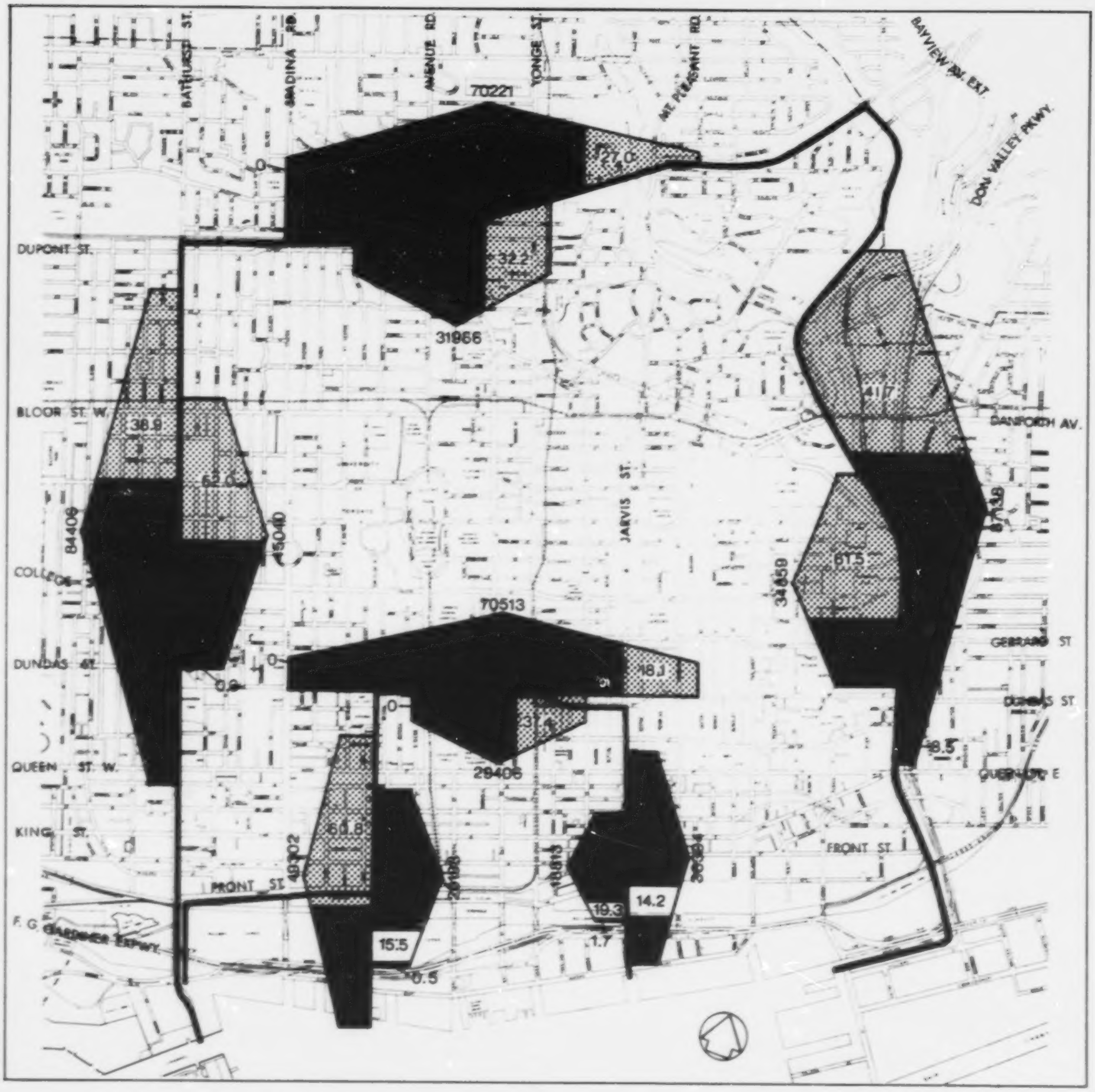
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

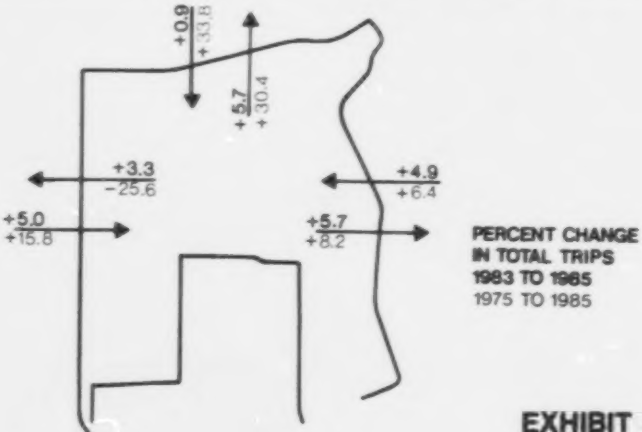
EXHIBIT 18B:
PERSONS CROSSING INTERMEDIATE CORDONS
7:00 - 9:00 A.M. 1985

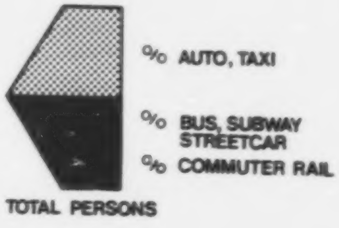


NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 19A
PERSONS CROSSING INTERMEDIATE CORDONS
4:00–6:00 P.M. 1975–1985


BATHURST ST.
SPADINA RD.
AVENUE RD.
YONGE ST.
MT. PLEASANT RD.
BAYVIEW AV. EXT.
DON VALLEY PKWY.
70221
27.0
0
32.2
31966
DUPONT ST.
BLOOR ST. W.
38.9
62.0
84406
45040
COLLEGE ST.
DUNDAS ST.
0.6
QUEEN ST. W.
KING ST.
FRONT ST.
F. G. GARDINER EXPWY.
JARVIS ST.
41.7
DANFORTH AV.
67138
61.5
34659
GERRARD ST
DUNDAS ST
8.5
QUEEN ST. E
FRONT ST.
70513
0
18.1
0.1
0
37.4
29406
60.8
49302
26186
15.5
0.5
10815
36534
19.3
14.2
1.7


+0.9
+33.8
+5.7
+30.4
+3.3
−25.6
+4.9
+6.4
+5.0
+15.8
+5.7
+8.2
PERCENT CHANGE
IN TOTAL TRIPS
1983 TO 1985
1975 TO 1985


% AUTO, TAXI
% BUS, SUBWAY STREETCAR
% COMMUTER RAIL
TOTAL PERSONS

NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 19B:
PERSONS CROSSING INTERMEDIATE CORDONS
4:00 - 6:00 P.M. 1985

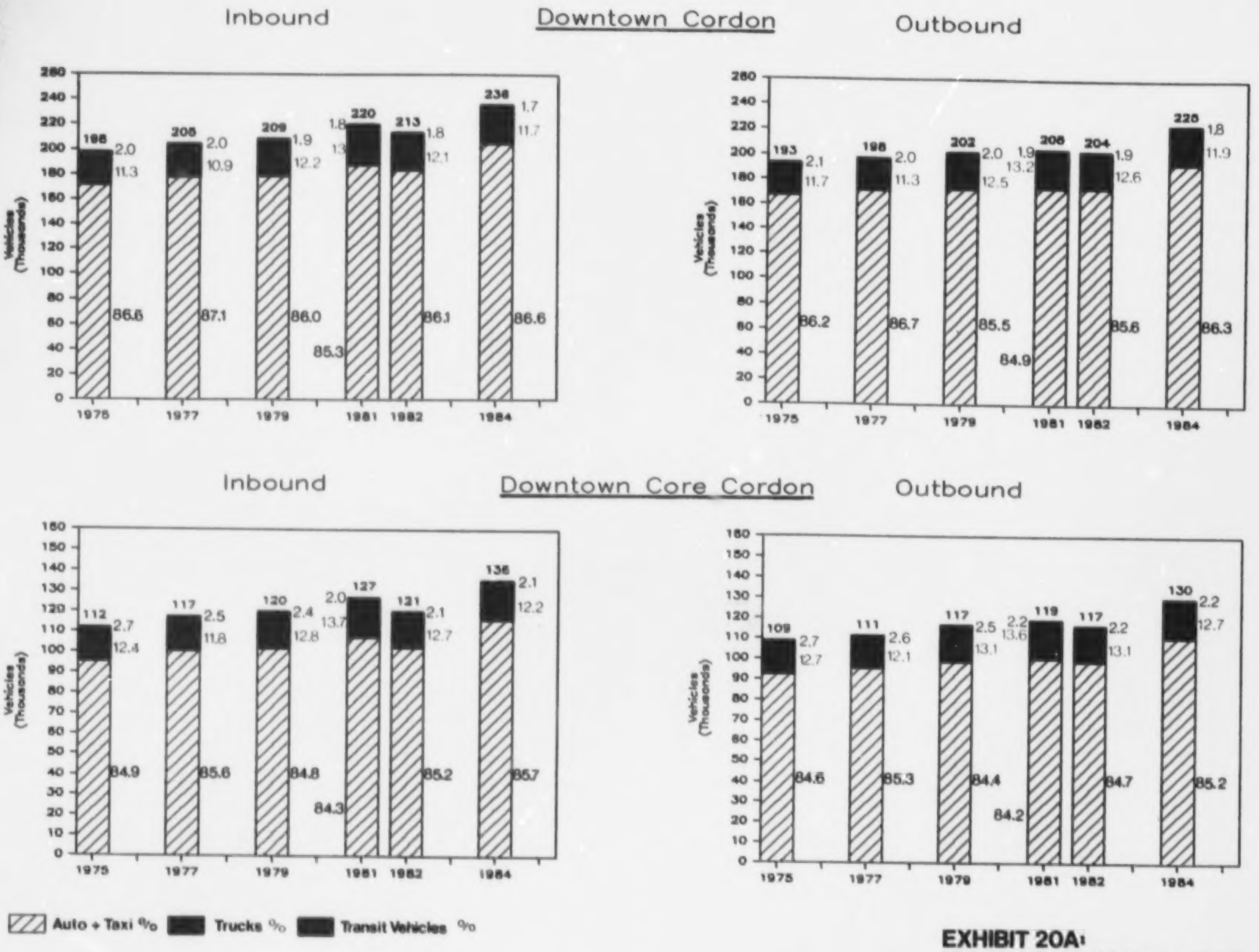
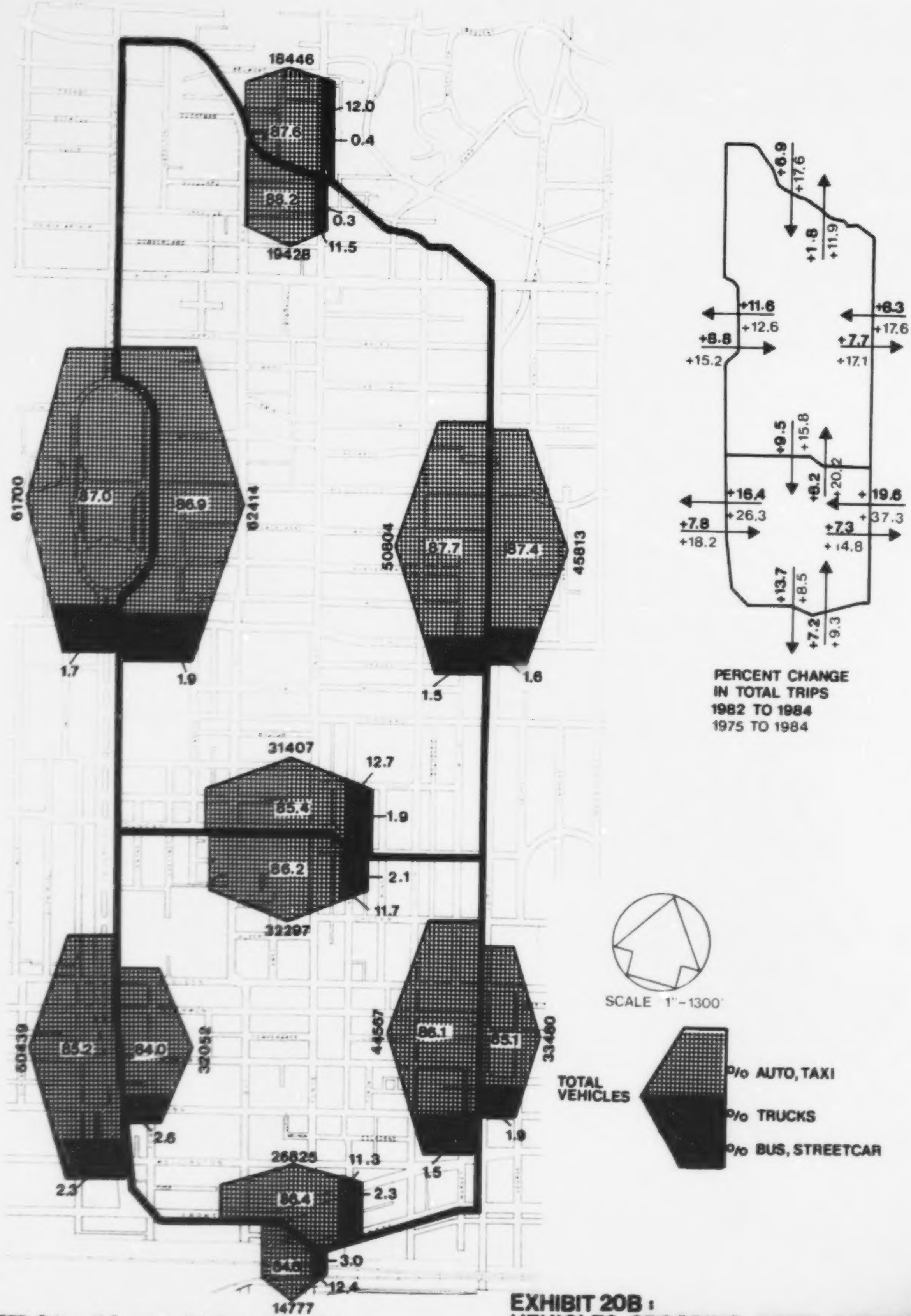


EXHIBIT 20A:
VEHICLES CROSSING INNER CORDONS
7:00 A.M.-7:00 P.M. 1975-1984

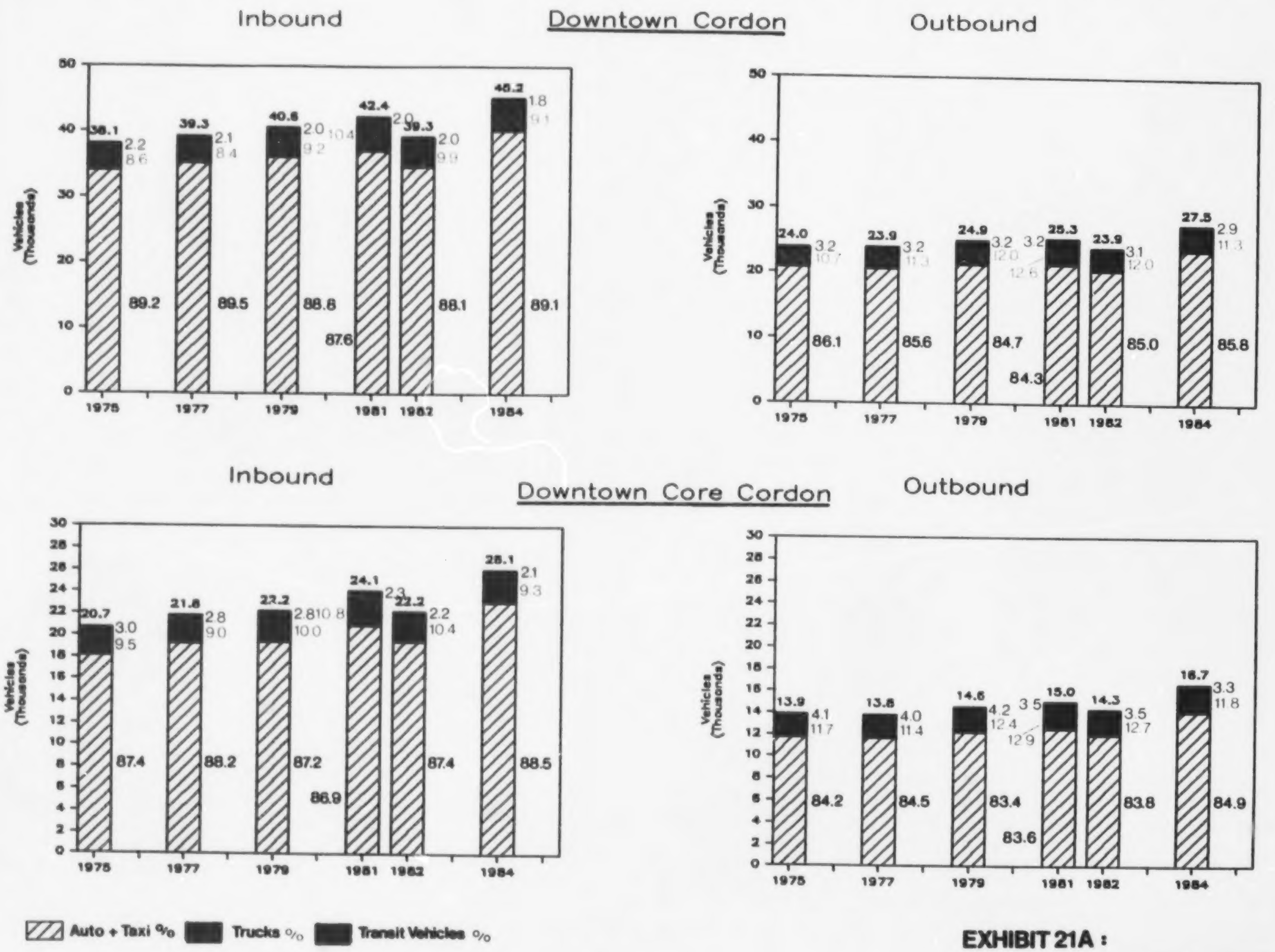
NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1985


18446
12.0
87.6
0.4
88.2
0.3
19428
11.5
61700
87.0
86.9
62414
1.7
1.9
50804
87.7
87.4
45813
1.5
1.6
31407
12.7
85.4
1.9
86.2
2.1
11.7
32297
60439
85.2
84.0
32052
2.8
2.3
44567
86.1
85.1
33460
1.9
1.5
26825
11.3
86.4
2.3
84.6
3.0
12.4
14777
+6.9
+17.6
+1.8
+11.9
+11.6
+12.6
+8.8
+15.2
+8.3
+17.6
+7.7
+17.1
+9.5
+15.8
+8.2
+20.2
+16.4
+26.3
+19.6
+37.3
+7.8
+18.2
+7.3
+14.8
+13.7
+8.5
+7.2
+9.3
PERCENT CHANGE IN TOTAL TRIPS
1982 TO 1984
1975 TO 1984
SCALE 1"-1300'
TOTAL VEHICLES
% AUTO, TAXI
% TRUCKS
% BUS, STREETCAR

NOTE: Subway & Commuter Rail Cars not included

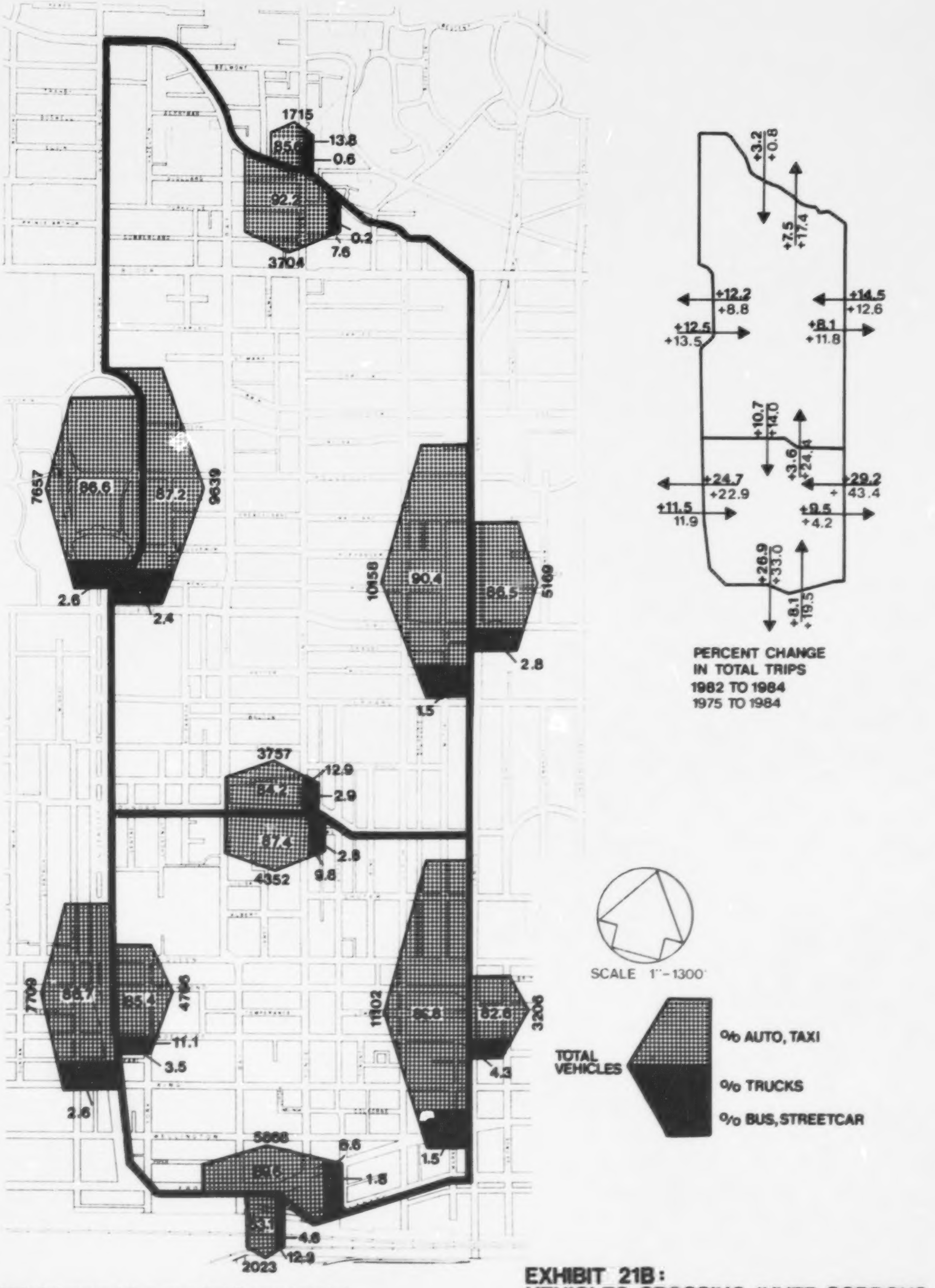
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 20B :
VEHICLES CROSSING INNER CORDONS
7:00 A.M.-7:00 P.M. 1984



NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1985

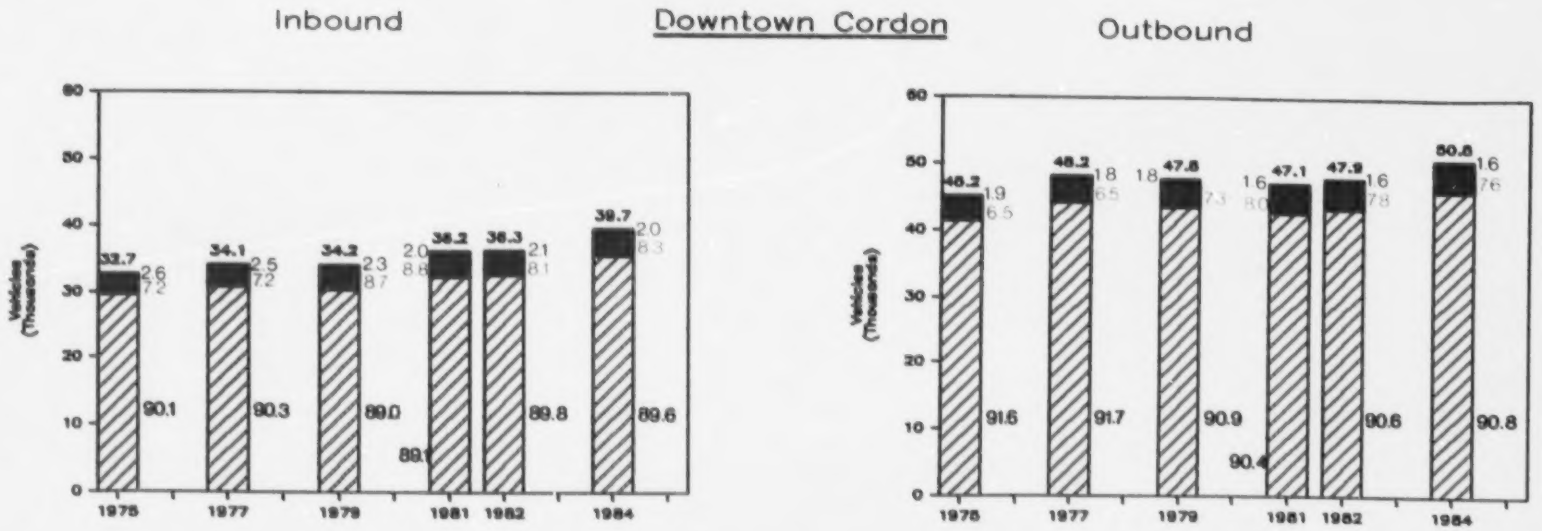
EXHIBIT 21A :
VEHICLES CROSSING INNER CORDONS
7:00 – 9:00 A.M. 1975–1984


1715
85.6
13.8
0.6
92.2
0.2
7.6
3704
7657
86.6
87.2
9839
2.6
2.4
10158
90.4
86.5
5169
2.8
1.5
3757
84.2
12.9
2.9
87.4
2.8
9.8
4352
7709
86.7
85.4
11.1
3.5
2.6
11102
86.8
82.6
3206
4.3
1.5
5868
8.6
1.8
4.8
12.9
2023
+3.2
+0.8
+7.5
+17.4
+12.2
+8.8
+14.5
+12.6
+12.5
+13.5
+8.1
+11.8
+10.7
+14.0
+3.6
+24.4
+24.7
+22.9
+29.2
+43.4
+11.5
11.9
+9.5
+4.2
+26.9
+33.0
+8.1
+19.5
PERCENT CHANGE IN TOTAL TRIPS
1982 TO 1984
1975 TO 1984
SCALE 1"-1300'
TOTAL VEHICLES
% AUTO, TAXI
% TRUCKS
% BUS, STREETCAR

NOTE: Subway and Commuter Rail Car not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 21B:
VEHICLES CROSSING INNER CORDONS
7:00-9:00 A.M. 1984

Downtown Cordon



Downtown Core Cordon

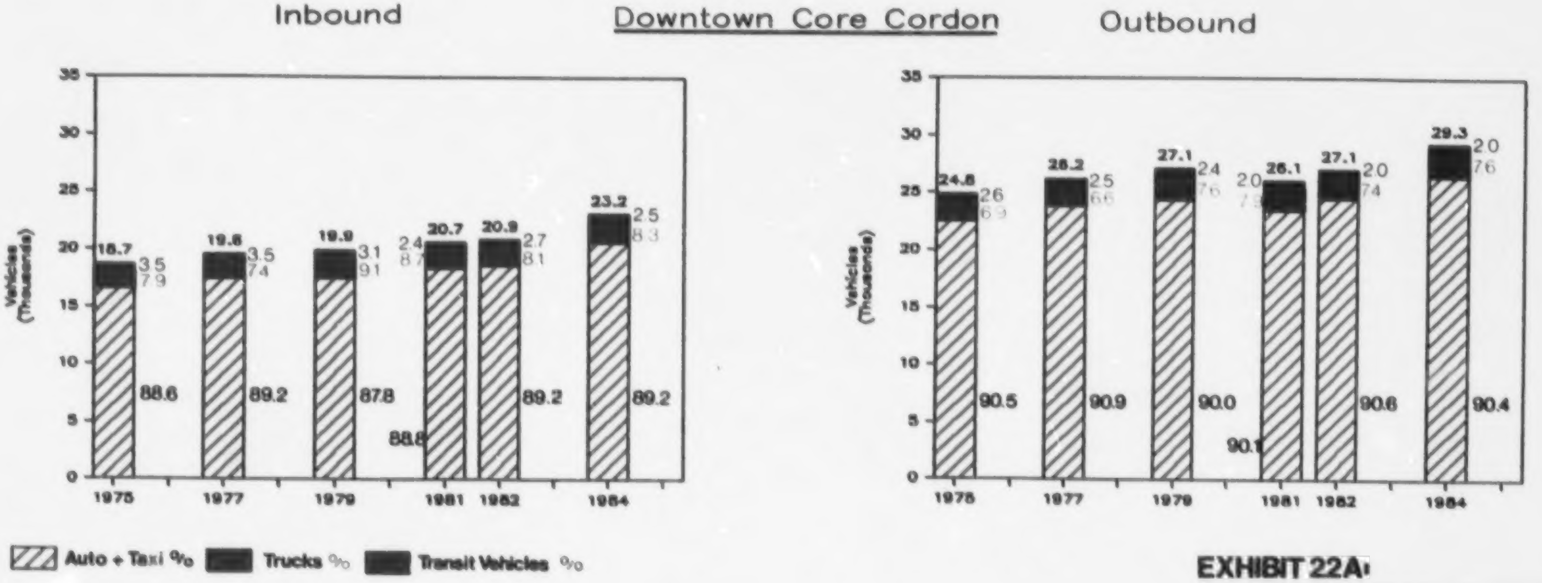
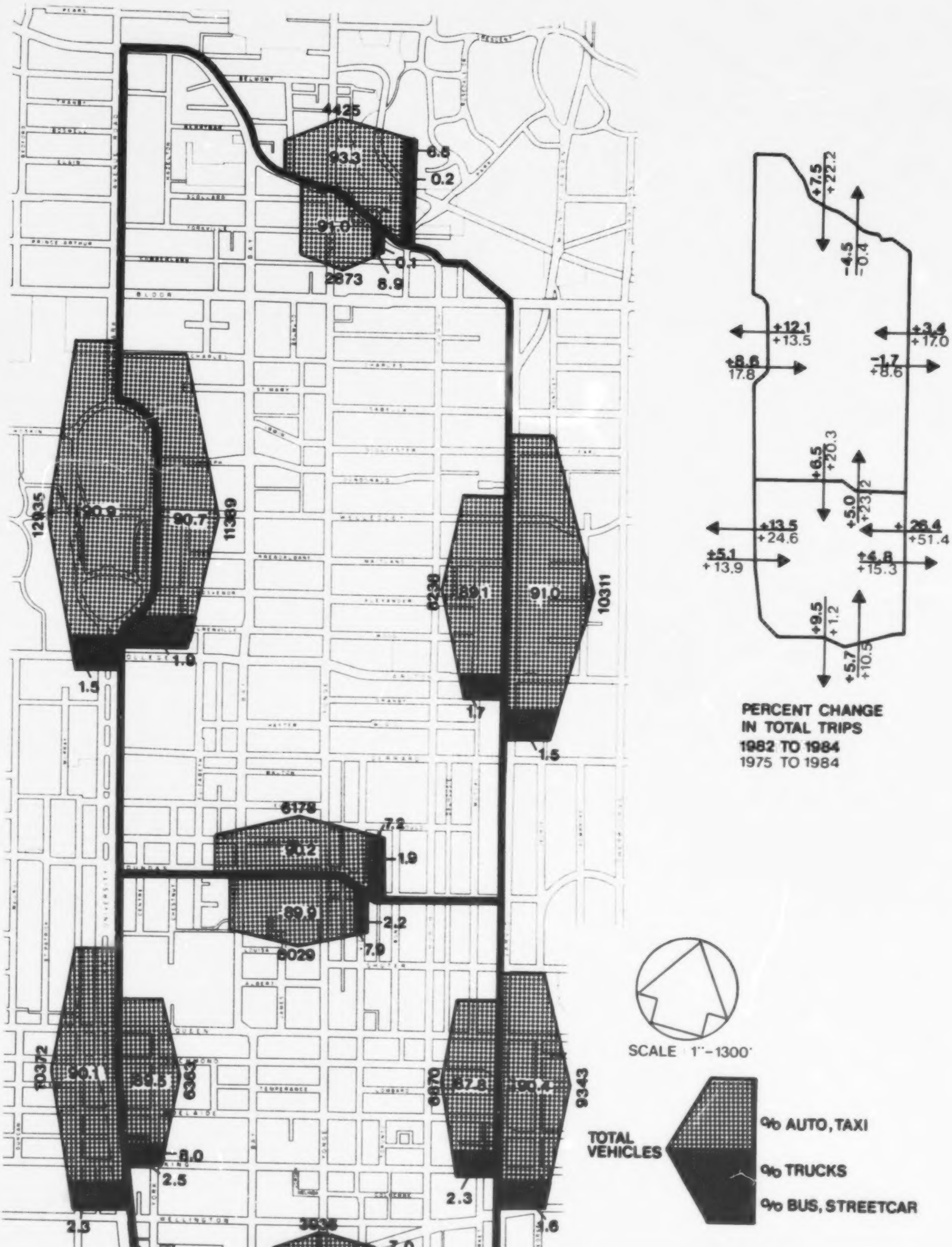


EXHIBIT 22A:
VEHICLES CROSSING INNER CORDONS
4:00–6:00 P.M. 1975–1984

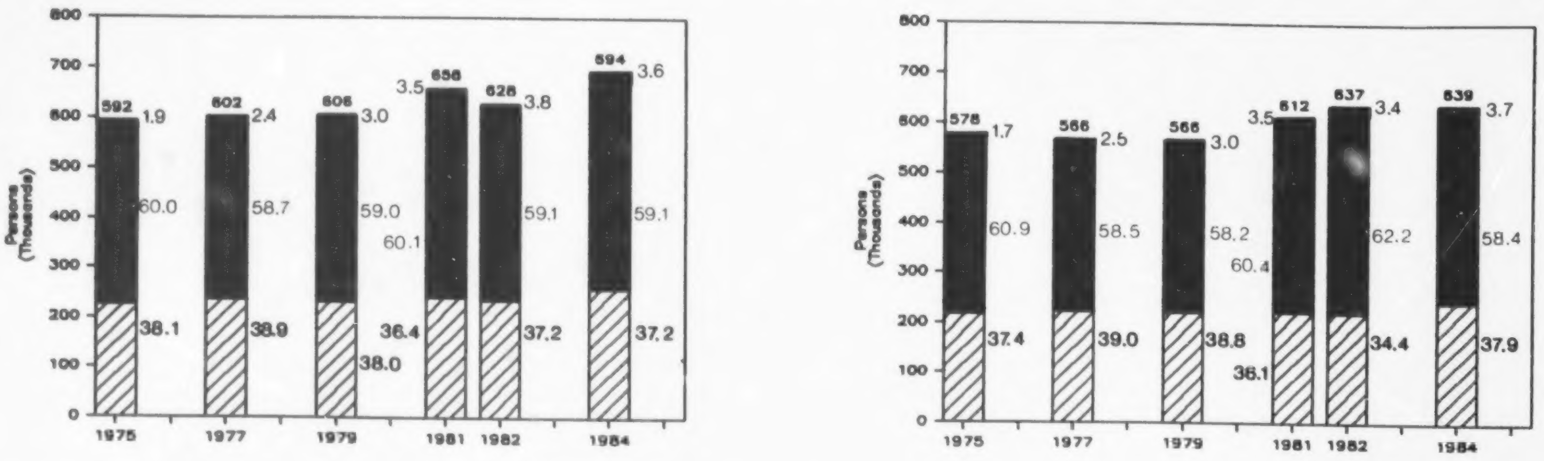
NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1985


4425
93.3
6.5
0.2
91.0
0.1
2873
8.9
12935
90.9
90.7
11389
1.5
1.9
6230
89.1
91.0
10311
1.7
1.5
6178
7.2
90.2
1.9
89.9
2.2
7.9
6029
10372
90.1
89.5
6363
8.0
2.5
2.3
6870
87.8
90.4
9343
2.3
1.6
3936
7.0
90.0
3.0
2.2
90.1
7.5
3449
BLOOR
COLLEGE
QUEEN
WELLINGTON
FRONT
DUNDAS
+7.5
+22.2
−4.5
−0.4
+12.1
+13.5
+3.4
+17.0
+8.6
17.8
−1.7
+8.6
+6.5
+20.3
+5.0
+23.2
+13.5
+24.6
+26.4
+51.4
+5.1
+13.9
+4.8
+15.3
+9.5
+1.2
+5.7
+10.5
PERCENT CHANGE
IN TOTAL TRIPS
1982 TO 1984
1975 TO 1984
SCALE 1"–1300'
TOTAL VEHICLES
% AUTO, TAXI
% TRUCKS
% BUS, STREETCAR

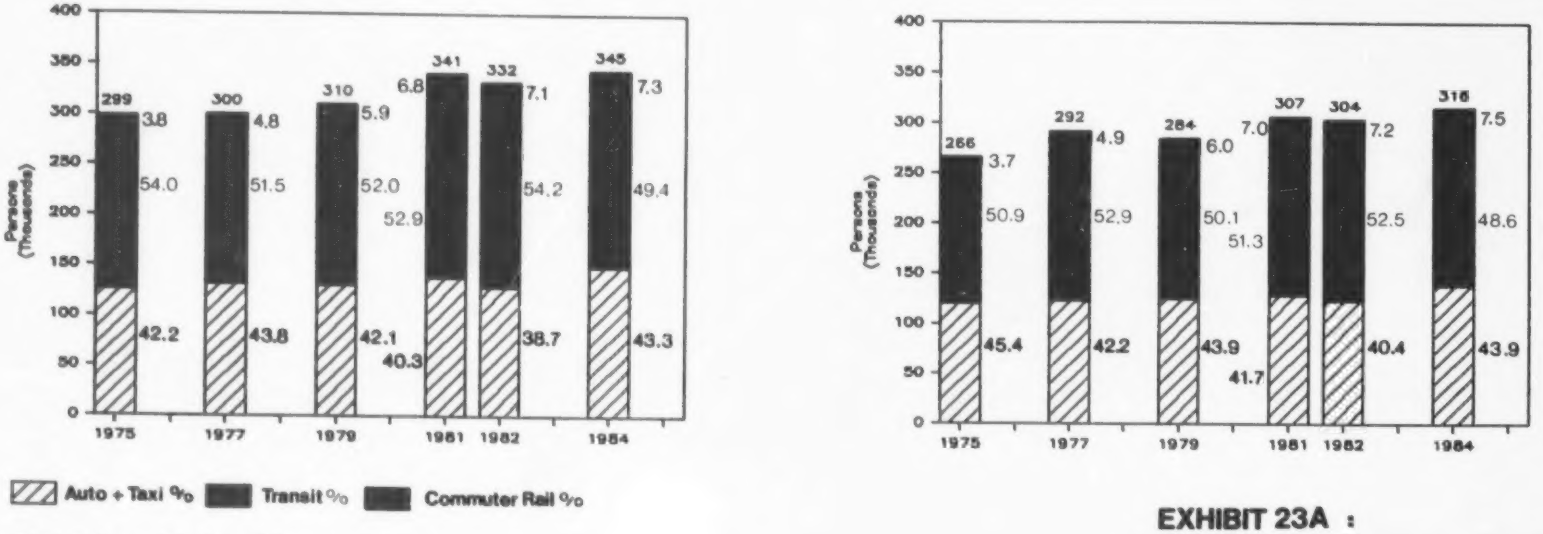
NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 22B:
VEHICLES CROSSING INNER CORDONS
4:00–6:00 P.M. 1984

Downtown Cordon

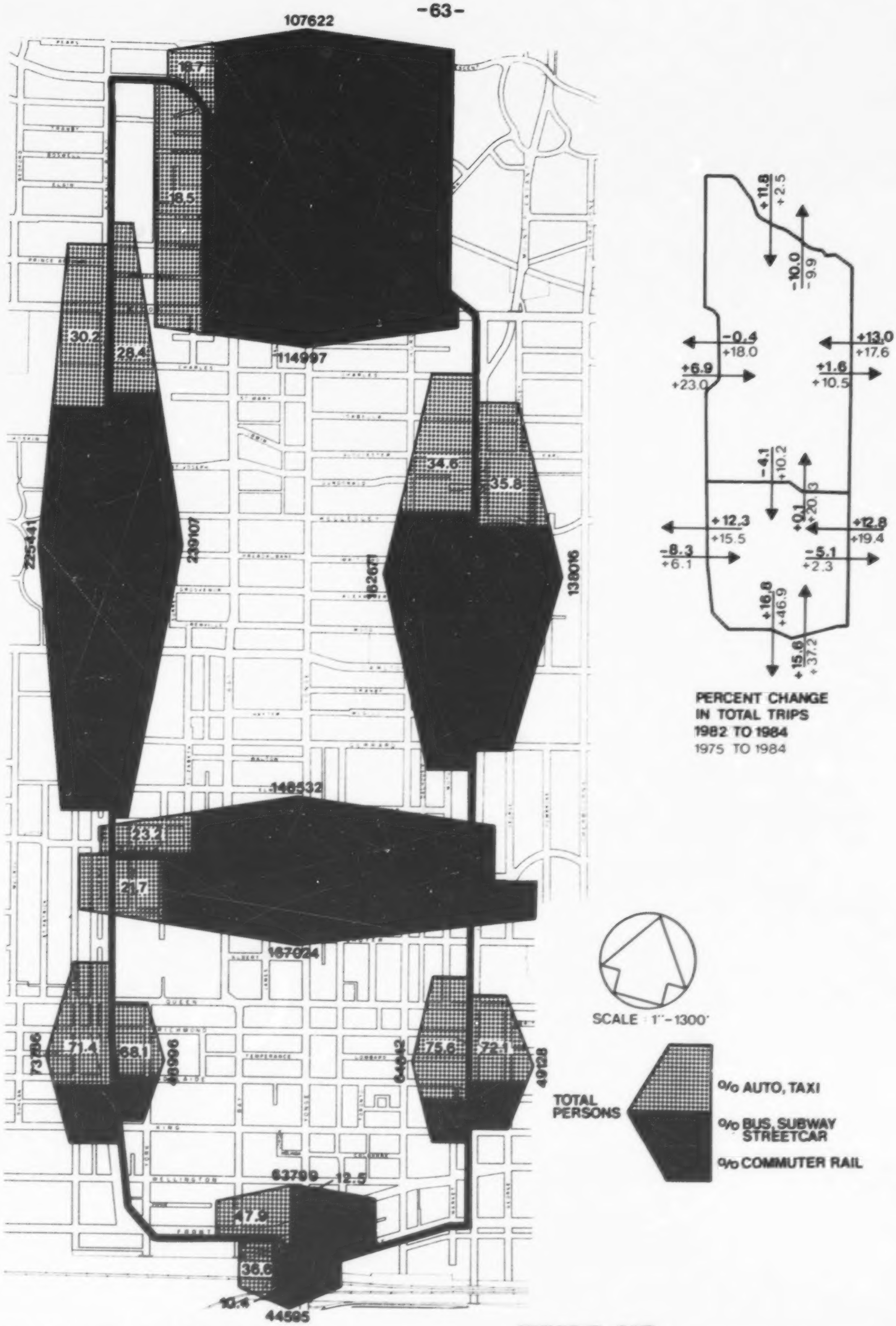


Downtown Core Cordon



NOTE : Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

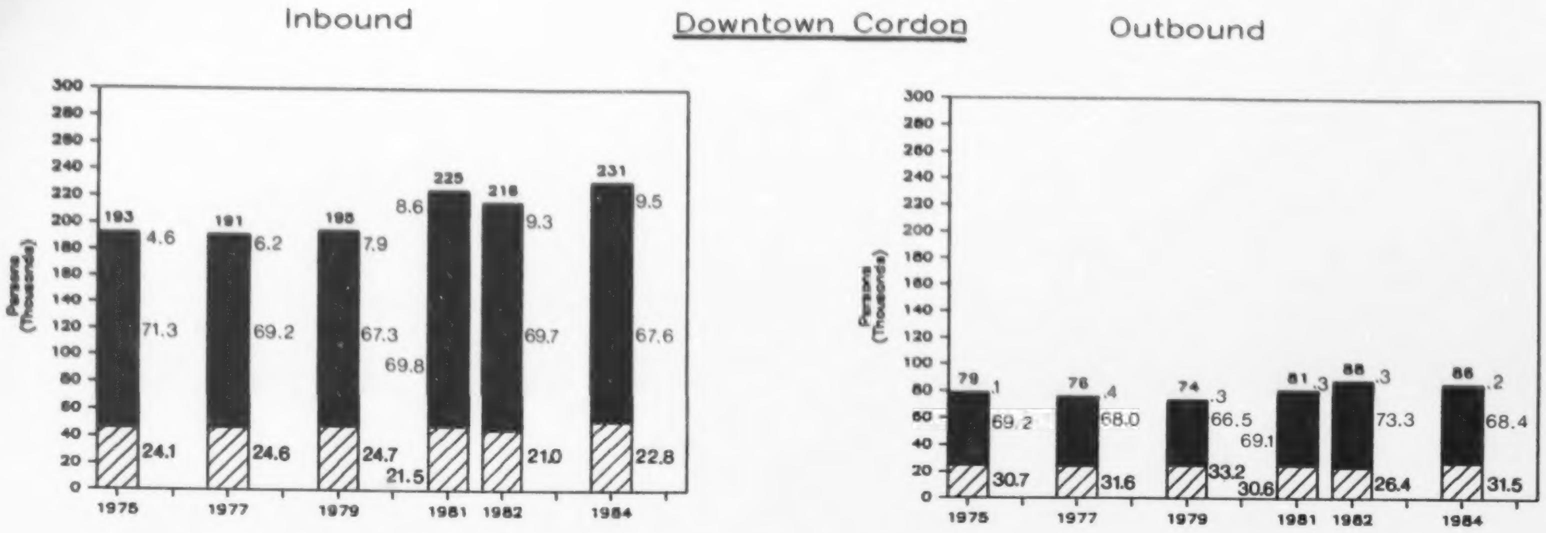
EXHIBIT 23A :
PERSONS CROSSING INNER CORDONS
7:00 A.M. - 7:00 P.M. 1975-1984


107622
18.7
18.5
114997
30.2
28.4
225441
239107
34.6
35.8
162671
138016
148532
23.2
21.7
167024
73786
71.4
68.1
48996
64642
75.6
72.1
49128
63799
12.5
47.9
36.6
10.4
44595
CHARLES
QUEEN
RICHMOND
KING
WELLINGTON
FRONT
+11.8
+2.5
-10.0
-9.9
-0.4
+18.0
+6.9
+23.0
+13.0
+17.6
+1.6
+10.5
-4.1
+10.2
0.1
+20.3
+12.3
+15.5
-8.3
+6.1
+12.8
+19.4
-5.1
+2.3
+16.8
+46.9
+15.6
+37.2
PERCENT CHANGE
IN TOTAL TRIPS
1982 TO 1984
1975 TO 1984
SCALE : 1"-1300'
TOTAL PERSONS
% AUTO, TAXI
% BUS, SUBWAY STREETCAR
% COMMUTER RAIL

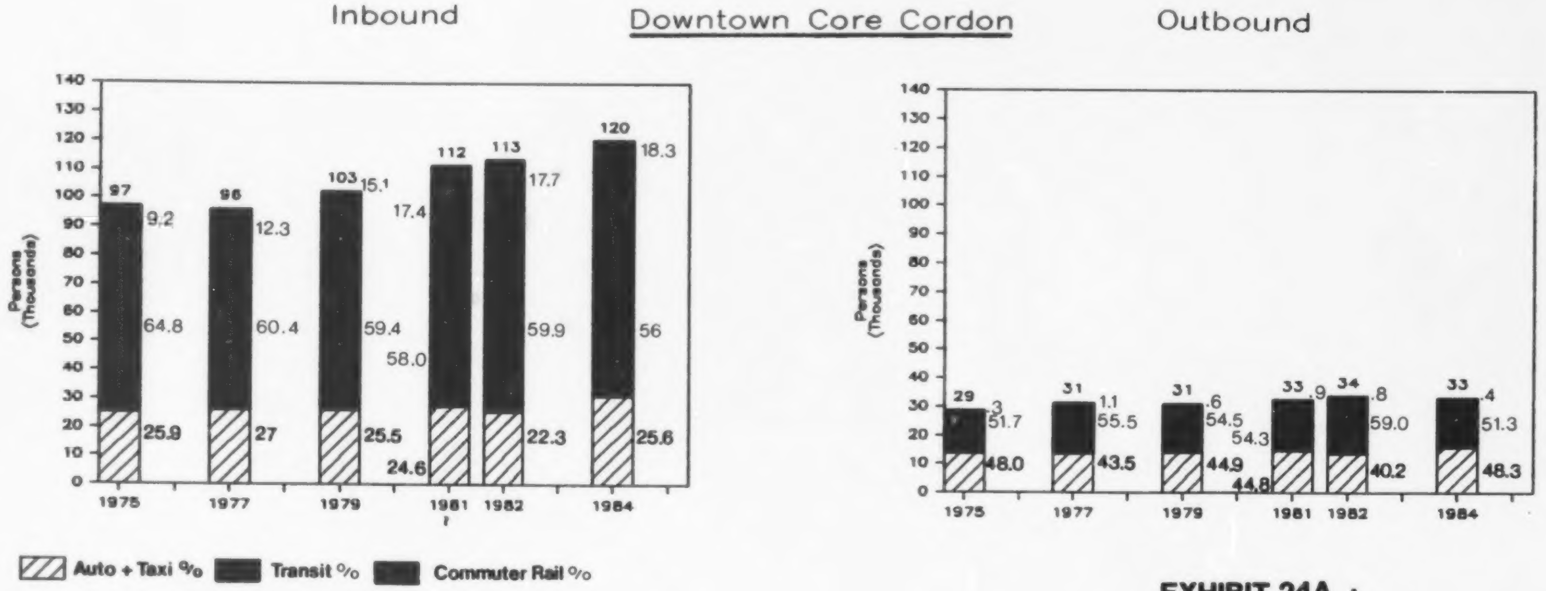
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 23B:
PERSONS CROSSING INNER CORDONS
7:00 A.M. – 7:00 P.M. 1984

Downtown Cordon

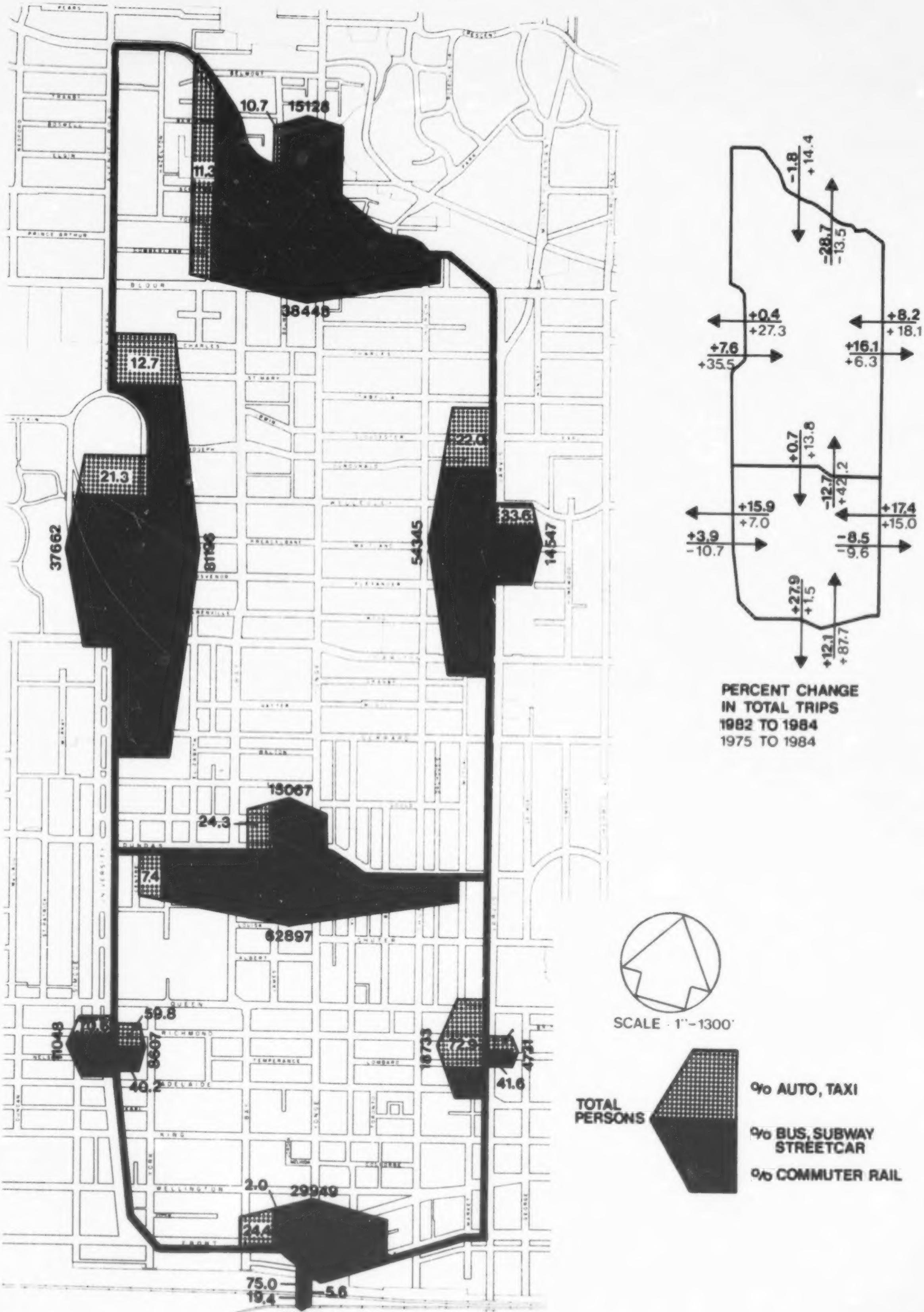


Downtown Core Cordon



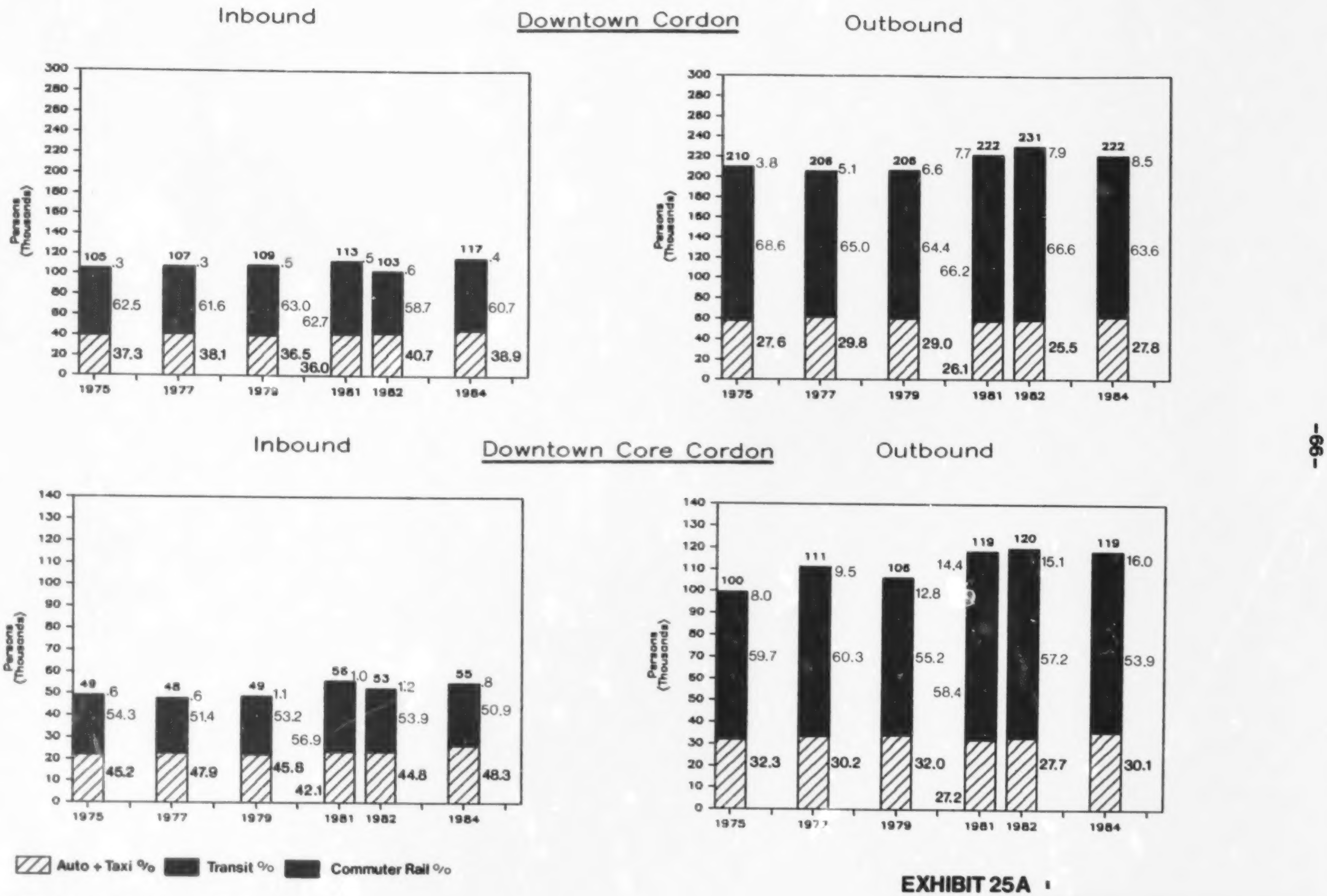
NOTE : Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 24A :
PERSONS CROSSING INNER CORDONS
7:00–9:00 A.M. 1975–1984


BELMONT
BLOOR
CHARLES
DUNDAS
LOUISA
SHUTER
ALBERT
QUEEN
RICHMOND
TEMPERANCE
LOMBARD
ADELAIDE
KING
WELLINGTON
FRONT
10.7
15128
11.3
38448
12.7
21.3
37662
81196
22.0
54345
33.6
14547
15067
24.3
7.4
62897
59.8
11048
8607
40.2
16733
72.9
4731
41.6
2.0
29949
24.4
75.0
19.4
5.6
2494
-1.8
+14.4
-28.7
-13.5
+0.4
+27.3
+8.2
+18.1
+7.6
+35.5
+16.1
+6.3
+0.7
+13.8
-12.7
+42.2
+15.9
+7.0
+17.4
+15.0
+3.9
-10.7
-8.5
9.6
+27.9
+1.5
+12.1
+87.7
PERCENT CHANGE
IN TOTAL TRIPS
1982 TO 1984
1975 TO 1984
SCALE 1"-1300'
TOTAL PERSONS
% AUTO, TAXI
% BUS, SUBWAY STREETCAR
% COMMUTER RAIL

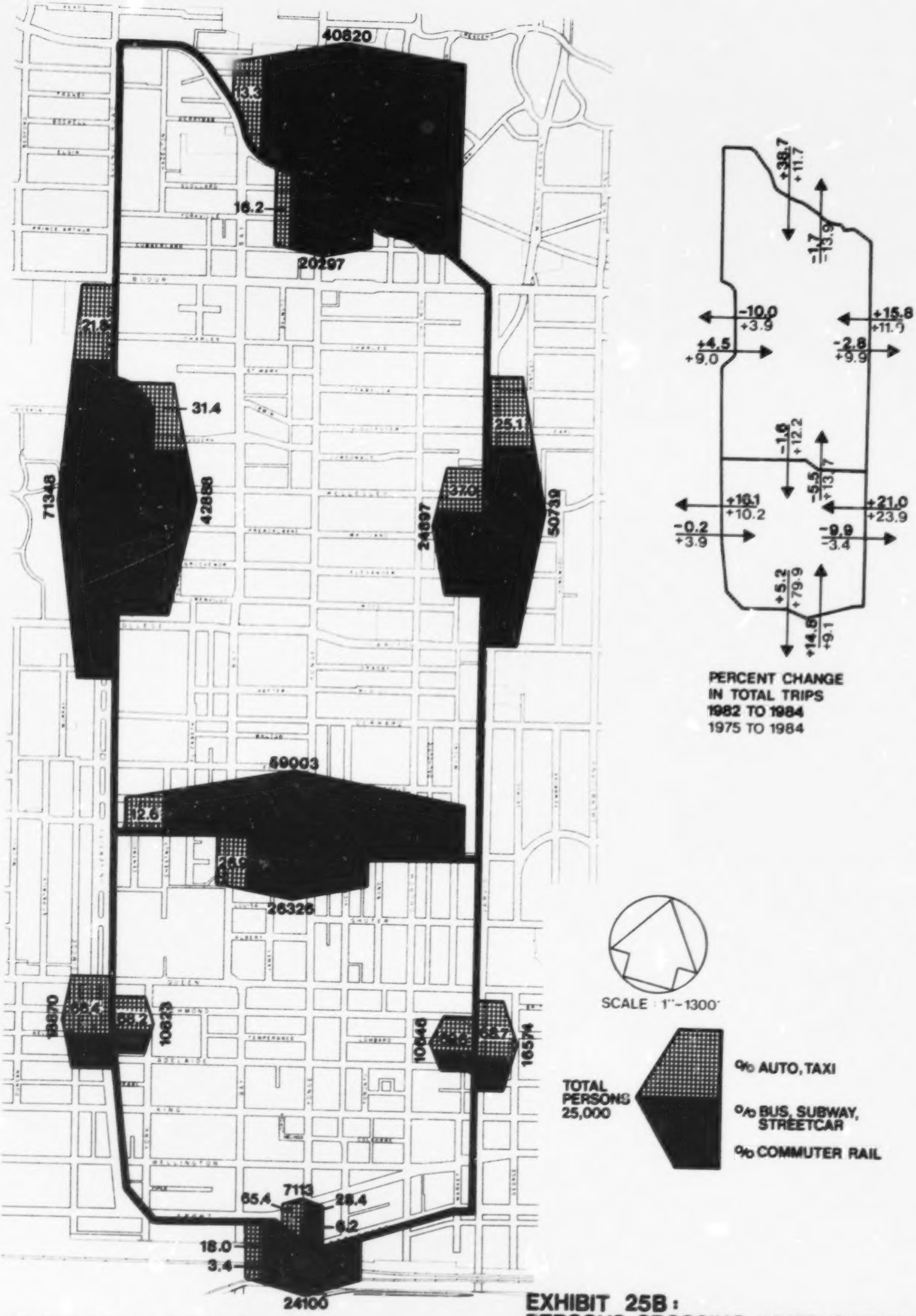
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 24B:
PERSONS CROSSING INNER CORDONS
7:00 - 9:00 A.M. 1984



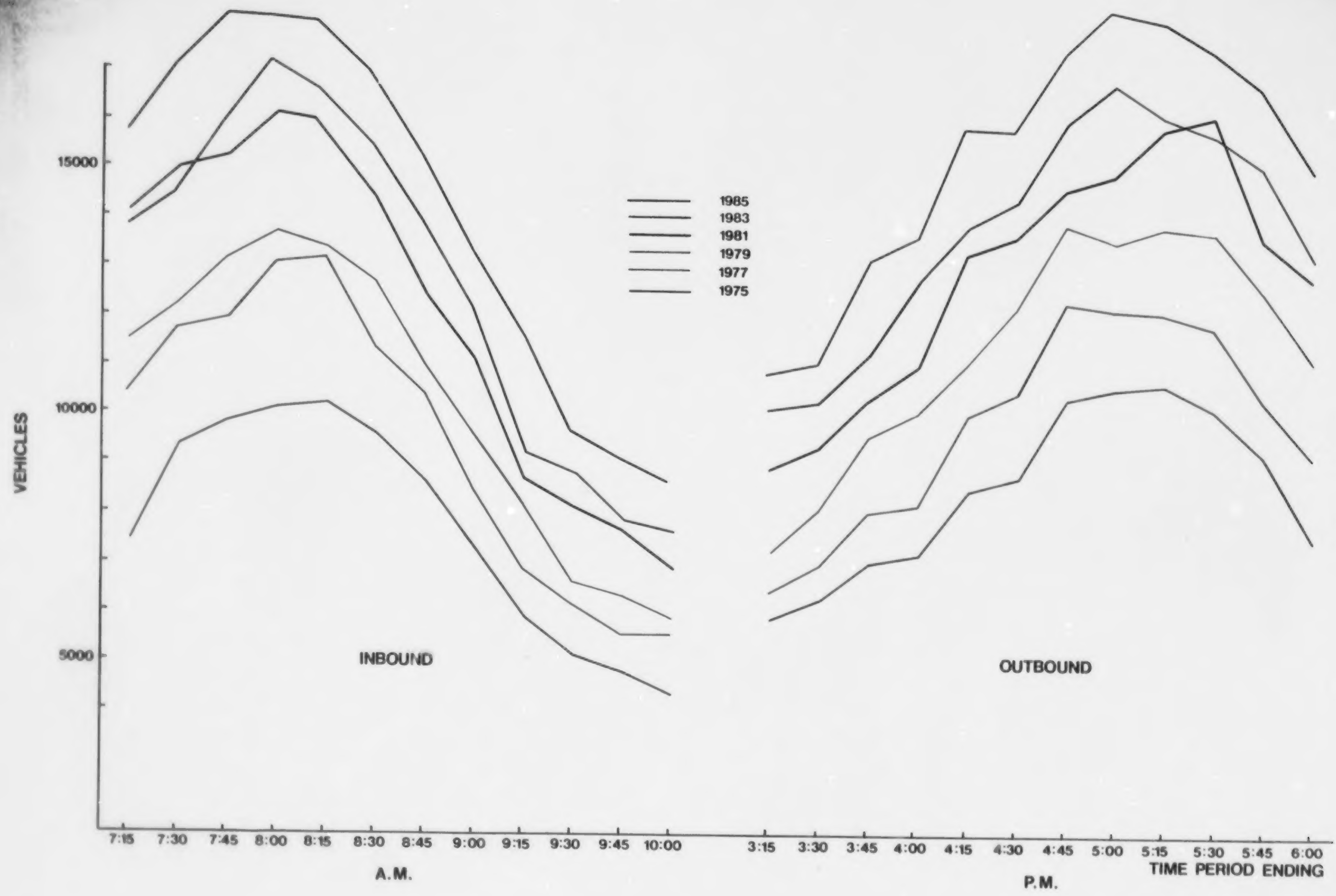
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 25A
PERSONS CROSSING INNER CORDONS
4:00–6:00 P.M. 1975–1984


40820
13.3
16.2
20297
21.8
31.4
71348
42858
25.1
37.0
24697
50739
59003
12.6
26326
18670
10623
10646
16574
65.4
7113
28.4
6.2
18.0
3.4
24100
+38.7
+11.7
-1.7
-13.9
-10.0
+3.9
+4.5
+9.0
+15.8
+11.9
-2.8
+9.9
-1.6
+12.2
-5.5
+13.7
+10.1
+10.2
-0.2
+3.9
+21.0
+23.9
-9.9
-3.4
+5.2
+79.9
+14.6
+9.1
PERCENT CHANGE
IN TOTAL TRIPS
1982 TO 1984
1975 TO 1984
SCALE : 1"-1300'
TOTAL
PERSONS
25,000
% AUTO, TAXI
% BUS, SUBWAY, STREETCAR
% COMMUTER RAIL

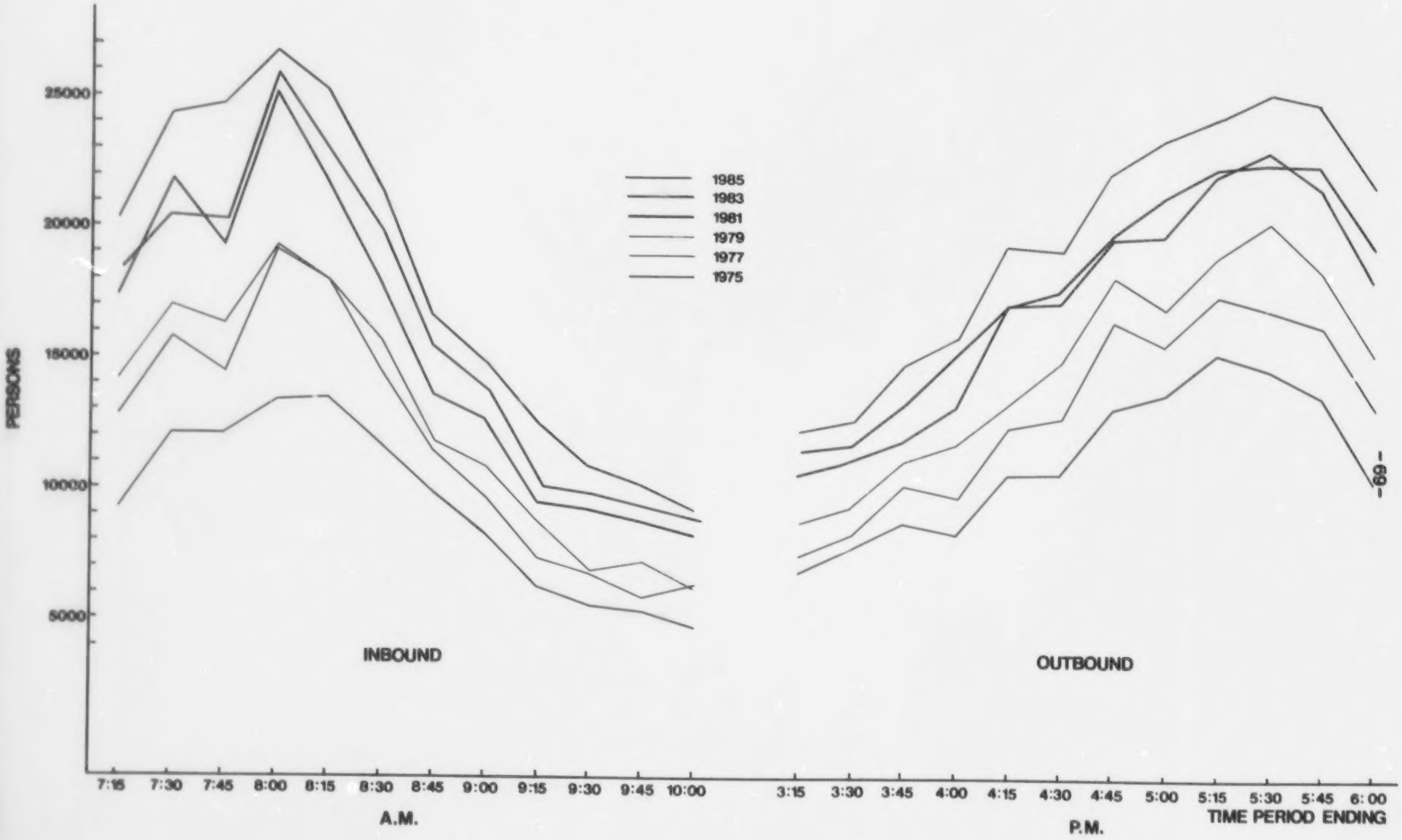
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 25B:
PERSONS CROSSING INNER CORDONS
4:00-6:00 P.M. 1984



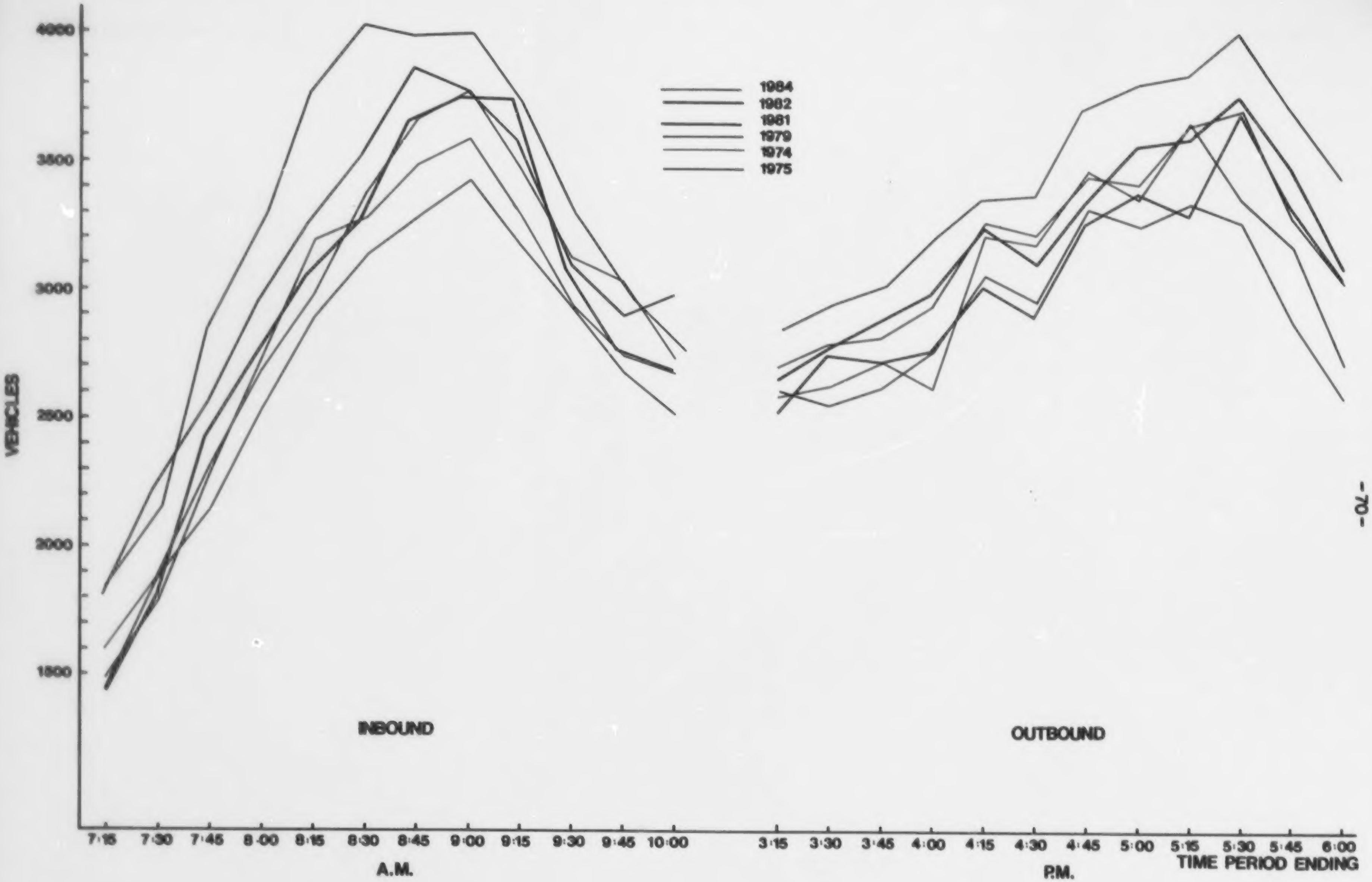
METRO CORDON COUNT PROGRAM 1985

EXHIBIT 26 :
DISTRIBUTION OF VEHICLES
CROSSING THE METRO BOUNDARY



METRO CORDON COUNT PROGRAM 1985

EXHIBIT 27:
DISTRIBUTION OF PERSONS
CROSSING THE METRO BOUNDARY



METRO CORDON COUNT PROGRAM 1985

EXHIBIT 28 :
DISTRIBUTION OF VEHICLES CROSSING
THE DOWNTOWN CORE CORDON

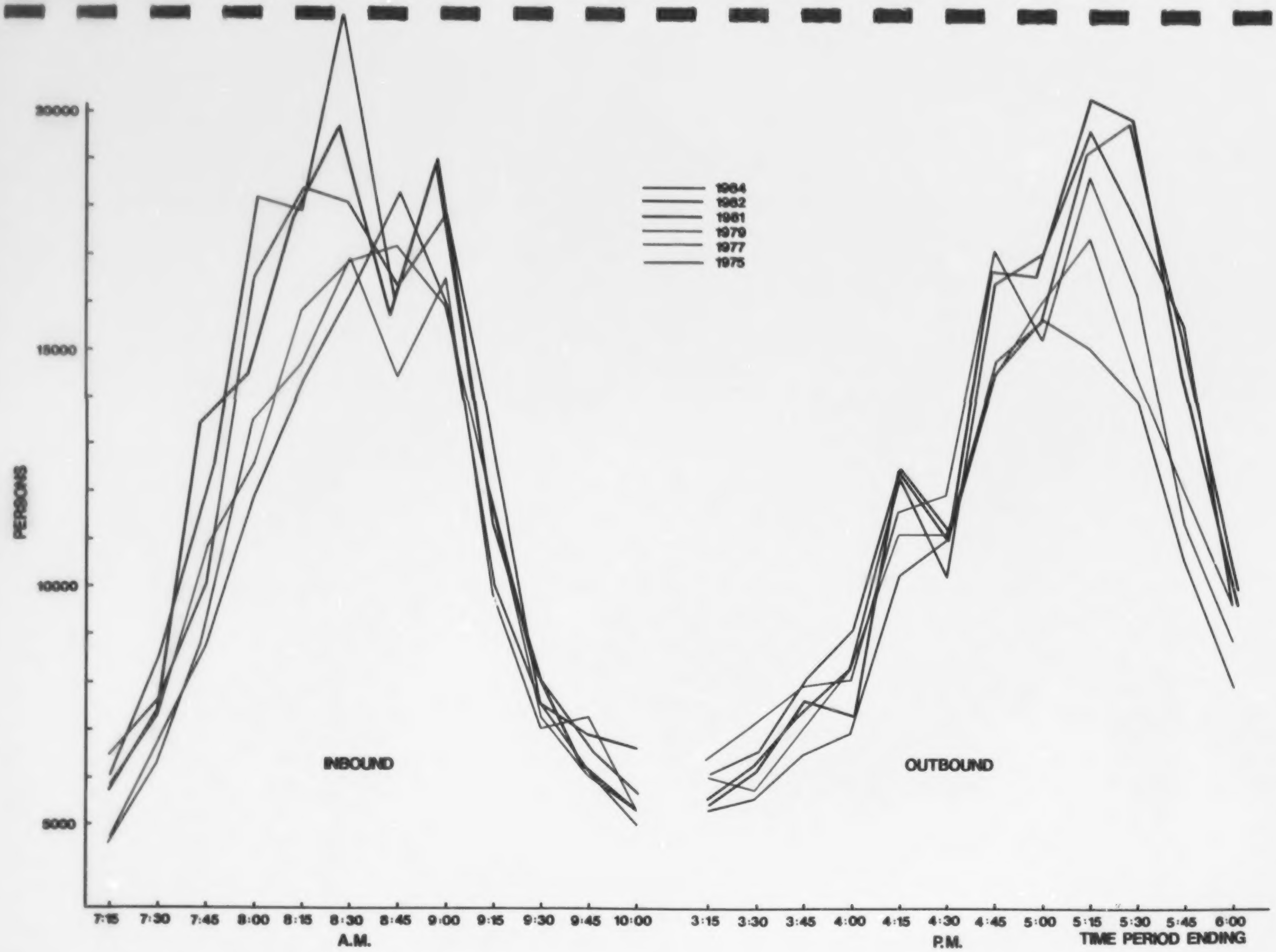


EXHIBIT 29 :
DISTRIBUTION OF PERSONS CROSSING
THE DOWNTOWN CORE CORDON

METRO CORDON COUNT PROGRAM 1985

EXHIBIT 30 : AVERAGE AUTO OCCUPANCY AT CORDONS

CORDON	Inbound			Outbound		
	7:00 a.m-9:00 a.m.	4:00 p.m-6:00 p.m.	7:00 a.m-7:00 p.m.	7:00 a.m-9:00 a.m.	4:00 p.m-6:00 p.m.	7:00 a.m-7:00 p.m.
Metro Boundary						
1975	1.24	1.38	1.33	1.24	1.37	1.35
1977	1.24	1.36	1.33	1.23	1.33	1.32
1979	1.22	1.31	1.29	1.18	1.29	1.27
1981	1.22	1.29	1.27	1.18	1.28	1.28
1983	1.23	1.32	1.29	1.19	1.28	1.28
1985	1.22	1.29	1.26	1.17	1.26	1.24
Suburban						
1975	1.28	1.34	1.31	1.21	1.34	1.31
1977	1.27	1.30	1.30	1.19	1.32	1.29
1979	1.25	1.29	1.28	1.18	1.30	1.28
1981	1.23	1.28	1.26	1.17	1.29	1.26
1983	1.27	1.30	1.29	1.16	1.30	1.27
1985	1.23	1.26	1.26	1.16	1.25	1.24
Central Area						
1975	1.36	1.35	1.34	1.20	1.39	1.33
1977	1.35	1.36	1.34	1.17	1.38	1.32
1979	1.38	1.33	1.35	1.18	1.41	1.32
1981	1.32	1.33	1.32	1.18	1.35	1.30
1983	1.32	1.31	1.32	1.17	1.35	1.30
1985	1.30	1.31	1.30	1.16	1.32	1.28
Downtown Core						
1975	1.43	1.44	1.41	1.24	1.50	1.39
1977	1.40	1.44	1.40	1.24	1.50	1.39
1979	1.39	1.39	1.38	1.22	1.47	1.36
1981	1.35	1.34	1.37	1.23	1.44	1.36
1982	1.35	1.39	1.34	1.22	1.44	1.34
1984	1.37	1.38	1.37	1.20	1.41	1.33
Extended Core						
1985	1.28	1.33	1.32	1.18	1.32	1.28

Note: Taxis excluded

EXHIBIT 31 : VEHICLE TRIPS CROSSING METRO BOUNDARY CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total Vehicles	Autos & Taxis		Trucks		Transit Veh.		Total Vehicles	Autos & Taxis		Trucks		Transit Veh.		Total Vehicles	Autos & Taxis		Trucks		Transit Veh.	
		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%
West																					
1975	38,918	34,278	88.1%	4,526	11.6%	114	0.3%	40,347	35,981	89.2%	4,216	10.4%	150	0.4%	319,525	263,166	82.4%	55,064	17.2%	1,295	0.4%
1977	47,928	42,839	89.4%	4,908	10.2%	181	0.4%	46,696	42,021	90.0%	4,444	9.5%	231	0.5%	363,607	300,663	82.7%	60,998	16.8%	1,946	0.5%
1979	51,405	46,068	89.6%	5,081	9.9%	256	0.5%	55,004	50,217	91.3%	4,508	8.2%	279	0.5%	417,581	353,586	84.7%	61,756	14.8%	2,239	0.5%
1981	60,720	55,028	90.6%	5,388	8.9%	304	0.5%	60,039	54,692	91.1%	5,008	8.3%	339	0.6%	470,996	403,645	85.7%	64,690	13.7%	2,661	0.6%
1983	58,645	52,446	89.4%	5,857	10.0%	342	0.6%	58,759	53,206	90.5%	5,195	8.8%	358	0.6%	470,302	397,348	84.5%	69,859	14.9%	3,095	0.7%
1985	64,020	57,128	89.2%	6,567	10.3%	325	0.5%	65,139	58,298	89.5%	6,478	9.9%	363	0.6%	517,443	438,995	84.8%	75,234	14.5%	3,214	0.6%
North																					
1975	26,242	22,217	84.7%	3,898	14.9%	127	0.5%	28,073	23,840	84.9%	4,112	14.6%	121	0.4%	204,238	163,883	80.2%	39,523	19.4%	832	0.4%
1977	31,279	26,639	85.2%	4,421	14.1%	219	0.7%	31,789	27,745	87.3%	3,865	12.2%	179	0.6%	233,918	189,215	80.9%	43,251	18.5%	1,452	0.6%
1979	33,921	29,534	87.1%	4,161	12.3%	226	0.7%	34,664	31,154	89.9%	3,309	9.5%	201	0.6%	254,150	211,343	83.2%	41,251	16.2%	1,556	0.6%
1981	41,222	36,205	87.8%	4,756	11.5%	261	0.6%	42,177	37,243	88.3%	4,699	11.1%	235	0.6%	316,121	262,982	83.2%	51,242	16.2%	1,897	0.6%
1983	47,418	41,393	87.3%	5,684	12.0%	341	0.7%	46,469	40,867	87.9%	5,323	11.5%	279	0.6%	360,293	296,850	82.4%	61,163	17.0%	2,280	0.6%
1985	54,535	48,022	88.1%	6,142	11.3%	371	0.7%	54,357	48,213	88.7%	5,856	10.8%	288	0.5%	429,574	359,089	83.6%	68,028	15.8%	2,457	0.6%
East																					
1975	7,869	6,701	85.2%	1,150	14.6%	18	0.2%	7,629	6,567	86.1%	1,044	13.7%	18	0.2%	57,649	45,094	78.2%	12,355	21.4%	200	0.3%
1977	11,366	9,925	87.3%	1,402	12.3%	39	0.3%	10,113	8,866	87.7%	1,228	12.1%	19	0.2%	73,166	57,890	79.1%	14,922	20.4%	354	0.5%
1979	11,755	10,664	90.7%	1,057	9.0%	34	0.3%	12,254	11,308	92.3%	916	7.5%	30	0.2%	77,185	65,106	84.4%	11,753	15.2%	326	0.4%
1981	12,184	11,035	90.6%	1,103	9.1%	46	0.4%	12,920	11,913	92.2%	964	7.5%	43	0.3%	83,932	71,272	84.9%	12,341	14.7%	319	0.4%
1983	13,147	11,710	89.1%	1,389	10.6%	48	0.4%	14,358	13,084	91.1%	1,224	8.5%	50	0.3%	91,465	76,177	83.3%	14,840	16.2%	448	0.5%
1985	14,170	12,918	91.2%	1,196	8.4%	56	0.4%	15,567	14,118	90.7%	1,399	9.0%	50	0.3%	103,339	87,533	84.7%	15,368	14.9%	438	0.4%
TOTAL																					
1975	73,029	63,196	86.5%	9,574	13.1%	259	0.4%	76,049	66,388	87.3%	9,372	12.3%	289	0.4%	581,412	472,143	81.2%	106,942	18.4%	2,327	0.4%
1977	90,573	79,403	87.7%	10,731	11.8%	439	0.5%	88,598	78,632	88.8%	9,537	10.8%	429	0.5%	670,691	547,768	81.7%	119,171	17.8%	3,752	0.6%
1979	97,081	86,266	88.9%	10,299	10.6%	516	0.5%	101,922	92,679	90.9%	8,733	8.6%	510	0.5%	748,916	630,035	84.1%	114,760	15.3%	4,121	0.6%
1981	114,126	102,268	89.6%	11,247	9.9%	611	0.5%	115,136	103,848	90.2%	10,671	9.3%	617	0.5%	871,049	737,899	84.7%	128,273	14.7%	4,877	0.6%
1983	119,210	105,549	88.5%	12,930	10.8%	731	0.6%	119,586	107,157	89.6%	11,742	9.8%	687	0.6%	922,060	770,375	83.5%	145,862	15.8%	5,823	0.6%
1985	132,725	118,068	89.0%	13,905	10.5%	752	0.6%	135,063	120,629	89.3%	13,733	10.2%	701	0.5%	1,050,356	885,617	84.3%	158,630	15.1%	6,109	0.6%

T 32 • VEHICLE TRIPS CROSSING SUBURBAN CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total Vehicles	Autos & Taxis		Trucks		Transit Veh.		Total Vehicles	Autos & Taxis		Trucks		Transit Veh.		Total Vehicles	Autos & Taxis		Trucks		Transit Veh.	
		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%
West																					
1975	29,216	26,447	90.5%	2,577	8.8%	192	0.7%	28,958	26,438	91.3%	2,323	8.0%	197	0.7%	225,615	192,074	85.1%	31,664	14.0%	1,877	0.8%
1977	29,750	26,859	90.3%	2,706	9.1%	185	0.6%	28,829	26,281	91.2%	2,355	8.2%	193	0.7%	229,657	197,248	85.9%	30,588	13.3%	1,821	0.8%
1979	31,579	28,460	90.1%	2,896	9.2%	223	0.7%	33,333	30,500	91.5%	2,622	7.9%	211	0.6%	243,819	209,054	85.7%	32,689	13.4%	2,076	0.9%
1981	31,206	27,767	89.0%	3,165	10.1%	274	0.9%	31,560	28,675	90.9%	2,653	8.4%	232	0.7%	247,032	211,565	85.6%	33,418	13.5%	2,049	0.8%
1983	29,829	26,637	89.3%	2,911	9.8%	281	0.9%	32,420	29,400	90.7%	2,778	8.6%	242	0.7%	245,241	210,145	85.7%	32,627	13.3%	2,469	1.0%
1985	33,416	29,703	88.9%	3,444	10.3%	269	0.8%	34,106	30,954	90.8%	2,914	8.5%	238	0.7%	273,134	233,937	85.6%	36,835	13.5%	2,362	0.9%
North																					
1975	61,604	54,170	87.9%	6,934	11.3%	500	0.8%	63,419	57,000	89.9%	5,994	9.5%	425	0.7%	527,411	444,229	84.2%	79,003	15.0%	4,179	0.8%
1977	68,019	61,150	89.9%	6,263	9.2%	606	0.9%	69,444	63,150	90.9%	5,780	8.3%	514	0.7%	576,564	494,694	85.8%	76,593	13.3%	5,277	0.9%
1979	71,181	64,562	90.7%	6,010	8.4%	609	0.9%	72,596	67,268	92.7%	4,819	6.6%	509	0.7%	610,395	533,099	87.3%	71,996	11.8%	5,300	0.9%
1981	71,952	64,887	90.2%	6,416	8.9%	649	0.9%	79,019	72,649	91.9%	5,850	7.4%	520	0.7%	650,142	570,220	87.7%	74,030	11.4%	5,892	0.9%
1983	76,218	67,134	88.1%	8,248	10.8%	836	1.1%	76,936	69,021	89.7%	7,219	9.4%	696	0.9%	672,291	575,203	85.6%	89,915	13.4%	7,173	1.1%
1985	75,943	67,501	88.9%	7,578	10.0%	864	1.1%	81,999	74,151	90.4%	7,154	8.7%	694	0.8%	709,128	612,611	86.4%	89,131	12.6%	7,386	1. 1%
East																					
1975	16,635	14,866	89.4%	1,541	9.3%	228	1.4%	18,251	16,600	91.0%	1,450	7.9%	201	1.1%	128,071	109,033	85.1%	17,323	13.5%	1,715	1.3%
1977	18,423	16,964	92.1%	1,216	6.6%	243	1.3%	17,775	16,562	93.2%	1,011	5.7%	202	1.1%	130,348	112,045	86.0%	16,207	12.4%	2,096	1.6%
1979	19,741	17,724	89.8%	1,748	8.9%	269	1.4%	20,020	18,514	92.5%	1,260	6.3%	246	1.2%	137,412	118,042	85.9%	17,142	12.5%	2,228	1.6%
1981	19,857	18,039	90.8%	1,504	7.6%	314	1.6%	20,968	19,417	92.6%	1,276	6.1%	275	1.3%	143,596	124,507	86.7%	16,481	11.5%	2,608	1.8%
1983	20,367	17,936	88.1%	2,060	10.1%	371	1.8%	21,680	19,330	89.2%	2,032	9.4%	318	1.5%	147,114	123,486	83.9%	20,618	14.0%	3,010	2.0%
1985	21,697	19,143	88.2%	2,148	9.9%	406	1.9%	22,927	20,237	88.3%	2,379	10.4%	311	1.4%	156,168	130,402	83.5%	22,546	14.4%	3,220	2.1%
TOTAL																					
1975	107,455	95,483	88.9%	11,052	10.3%	920	0.9%	110,628	100,038	90.4%	9,767	8.8%	823	0.7%	881,097	745,336	84.6%	127,990	14.5%	7,771	0.9%
1977	116,192	104,973	90.3%	10,185	8.8%	1,034	0.9%	116,048	105,993	91.3%	9,146	7.9%	909	0.8%	936,569	803,987	85.8%	123,388	13.2%	9,194	1.0%
1979	122,501	110,746	90.4%	10,654	8.7%	1,101	0.9%	125,949	116,282	92.3%	8,701	6.9%	966	0.8%	991,626	860,195	86.7%	121,827	12.3%	9,604	1.0%
1981	123,015	110,693	90.0%	11,085	9.0%	1,237	1.0%	131,547	120,741	91.8%	9,779	7.4%	1,027	0.8%	1,040,770	906,292	87.1%	123,929	11.9%	10,549	1.0%
1983	126,414	111,707	88.4%	13,219	10.5%	1,488	1.2%	131,036	117,751	89.9%	12,029	9.2%	1,256	1.0%	1,064,646	908,834	85.4%	143,160	13.4%	12,652	1.2%
1985	131,056	116,347	88.8%	13,170	10.0%	1,539	1.2%	139,032	125,342	90.2%	12,447	9.0%	1,243	0.9%	1,138,430	976,950	85.8%	148,512	13.0%	12,968	1.1%

EXHIBIT 33 : VEHICLE TRIPS CROSSING CENTRAL AREA CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total Vehicles	Autos & Taxis		Trucks		Transit Veh.		Total Vehicles	Autos & Taxis		Trucks		Transit Veh.		Total Vehicles	Autos & Taxis		Trucks		Transit Veh.	
		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%
West																					
1975	23,552	20,884	88.7%	2,314	9.8%	354	1.5%	27,211	24,711	90.8%	2,144	7.9%	356	1.3%	207,883	174,172	83.8%	30,596	14.7%	3,115	1.5%
1977	25,225	22,278	88.3%	2,608	10.3%	339	1.3%	26,770	24,189	90.4%	2,245	8.4%	336	1.3%	210,503	176,622	83.9%	30,806	14.6%	3,075	1.5%
1979	25,832	22,736	88.0%	2,763	10.7%	333	1.3%	29,155	26,154	89.7%	2,667	9.1%	334	1.1%	218,853	181,852	83.1%	33,913	15.5%	3,088	1.4%
1981	24,715	21,482	86.9%	2,887	11.7%	346	1.4%	25,114	22,130	88.1%	2,652	10.6%	332	1.3%	215,578	177,655	82.4%	34,724	16.1%	3,199	1.5%
1983	26,599	23,466	88.2%	2,779	10.4%	354	1.3%	26,670	23,743	89.0%	2,608	9.8%	319	1.2%	226,595	190,434	84.0%	33,058	14.6%	3,103	1.4%
1985	28,494	25,057	87.9%	3,111	10.9%	326	1.1%	28,323	25,121	88.7%	2,896	10.2%	306	1.1%	237,802	198,479	83.5%	36,134	15.2%	3,189	1.3%
North																					
1975	12,179	11,426	93.8%	665	5.5%	88	0.7%	14,557	13,789	94.7%	673	4.6%	95	0.7%	104,904	95,490	91.0%	8,824	8.4%	590	0.6%
1977	13,570	12,570	92.6%	877	6.5%	123	0.9%	15,307	14,375	93.9%	818	5.3%	114	0.7%	114,100	102,680	90.0%	10,404	9.1%	1,016	0.9%
1979	12,964	11,847	91.4%	1,024	7.9%	93	0.7%	14,992	13,846	92.4%	1,066	7.1%	80	0.5%	113,815	100,973	88.7%	12,109	10.6%	733	0.6%
1981	13,436	12,332	91.8%	1,014	7.5%	90	0.7%	15,590	14,474	92.8%	1,035	6.6%	81	0.5%	116,179	103,353	89.0%	11,963	10.3%	863	0.7%
1983	13,333	12,246	91.8%	993	7.4%	94	0.7%	15,232	14,074	92.4%	1,089	7.1%	69	0.5%	119,024	106,247	89.3%	11,944	10.0%	833	0.7%
1985	13,763	12,657	92.0%	1,019	7.4%	87	0.6%	15,604	14,433	92.5%	1,093	7.0%	78	0.5%	122,198	108,804	89.0%	12,627	10.3%	767	0.6%
East																					
1975	30,092	26,880	89.3%	2,952	9.8%	260	0.9%	28,968	26,376	91.1%	2,327	8.0%	265	0.9%	209,537	174,397	83.2%	32,571	15.5%	2,569	1.2%
1977	30,037	26,740	89.0%	3,040	10.1%	257	0.9%	28,325	25,414	89.7%	2,660	9.4%	251	0.9%	215,700	180,256	83.6%	32,963	15.3%	2,481	1.2%
1979	34,178	30,420	89.0%	3,509	10.3%	249	0.7%	30,439	27,279	89.6%	2,922	9.6%	238	0.8%	230,564	191,869	83.2%	36,353	15.8%	2,342	1.0%
1981	31,264	27,415	87.7%	3,546	11.3%	303	1.0%	30,605	27,362	89.4%	2,974	9.7%	269	0.9%	225,159	186,278	82.7%	36,187	16.1%	2,694	1.2%
1983	30,853	27,080	87.8%	3,453	11.2%	320	1.0%	29,922	26,761	89.4%	2,872	9.6%	289	1.0%	234,689	195,625	83.4%	36,218	15.4%	2,846	1.2%
1985	30,877	26,824	86.9%	3,750	12.1%	303	1.0%	31,150	27,695	88.9%	3,179	10.2%	276	0.9%	240,074	199,144	83.0%	38,219	15.9%	2,711	1.1%
TOTAL																					
1975	65,823	59,190	89.9%	5,931	9.0%	702	1.1%	70,736	64,876	91.7%	5,144	7.3%	716	1.0%	522,324	444,059	85.0%	71,991	13.8%	6,274	1.2%
1977	68,832	61,588	89.5%	6,525	9.5%	719	1.0%	70,402	63,978	90.9%	5,723	8.1%	701	1.0%	540,303	459,558	85.1%	74,173	13.7%	6,572	1.2%
1979	72,974	65,003	89.1%	7,296	10.0%	675	0.9%	74,586	67,279	90.2%	6,655	8.9%	652	0.9%	563,232	474,694	84.3%	82,375	14.6%	6,163	1.1%
1981	69,415	61,229	88.2%	7,447	10.7%	739	1.1%	71,309	63,966	89.7%	6,661	9.3%	682	1.0%	556,916	467,286	83.9%	82,874	14.9%	6,756	1.2%
1983	70,785	62,792	88.7%	7,225	10.2%	768	1.1%	71,824	64,578	89.9%	6,569	9.1%	677	0.9%	580,308	492,306	84.8%	81,220	14.0%	6,782	1.2%
1985	73,134	64,538	88.2%	7,880	10.8%	716	1.0%	75,077	67,249	89.6%	7,168	9.5%	660	0.9%	600,074	506,427	84.4%	86,980	14.5%	6,667	1.1%

EXHIBIT 34 · VEHICLE TRIPS CROSSING EXTENDED CORE CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total Vehicles	Autos & Taxis		Trucks		Transit Veh.		Total Vehicles	Autos & Taxis		Trucks		Transit Veh.		Total Vehicles	Autos & Taxis		Trucks		Transit Veh.	
		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%
West 1985	25,051	22,158	88.5%	2,719	10.9%	174	0.7%	26,034	23,226	89.2%	2,618	10.1%	190	0.7%	232,153	195,060	84.0%	34,891	15.0%	2,202	0.9%
North 1985	8,382	7,451	88.9%	781	9.3%	150	1.8%	10,693	9,800	91.6%	742	6.9%	151	1.4%	107,883	93,946	87.1%	12,443	11.5%	1,494	1.4%
East 1985	17,918	15,526	86.7%	2,200	12.3%	192	1.1%	20,943	18,405	87.9%	2,353	11.2%	185	0.9%	161,730	133,386	82.5%	26,562	16.4%	1,782	1.1%
TOTAL 1985	51,351	45,135	87.9%	5,700	11.1%	516	1.0%	57,670	51,431	89.2%	5,713	9.9%	526	0.9%	501,766	422,392	84.2%	73,896	14.7%	5,478	1.1%

EXHIBIT 35 : VEHICLE TRIPS CROSSING DOWNTOWN CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound								4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound								7:00 A.M. - 7:00 P.M. Two-way Totals							
	Total Vehicles	Autos & Taxis Number	Autos & Taxis %	Trucks Number	Trucks %	Transit Veh. Number	Transit Veh. %		Total Vehicles	Autos & Taxis Number	Autos & Taxis %	Trucks Number	Trucks %	Transit Veh. Number	Transit Veh. %		Total Vehicles	Autos & Taxis Number	Autos & Taxis %	Trucks Number	Trucks %	Transit Veh. Number	Transit Veh. %	
West																								
1975	12,752	11,031	86.5%	1,317	10.3%	404	3.2%		19,721	18,005	91.3%	1,267	6.4%	449	2.3%		176,027	151,740	86.2%	20,295	11.5%	3,992	2.3%	
1977	13,143	11,449	87.1%	1,268	9.6%	426	3.2%		21,432	19,620	91.5%	1,341	6.3%	471	2.2%		181,603	157,485	86.7%	20,008	11.0%	4,110	2.3%	
1979	13,471	11,616	86.2%	1,443	10.7%	412	3.1%		20,979	19,000	90.6%	1,521	7.3%	458	2.2%		183,071	156,255	85.4%	22,777	12.4%	4,039	2.2%	
1981	13,036	11,159	85.6%	1,478	11.3%	399	3.1%		20,945	18,906	90.3%	1,662	7.9%	377	1.8%		187,969	160,086	85.2%	23,976	12.8%	3,907	2.1%	
1982	12,844	10,969	85.4%	1,513	11.8%	362	2.8%		20,674	18,636	90.1%	1,642	7.9%	396	1.9%		184,690	158,304	85.7%	22,549	12.2%	3,837	2.1%	
1984	14,405	12,478	86.6%	1,535	10.7%	392	2.7%		23,307	21,099	90.5%	1,780	7.6%	428	1.8%		206,605	177,852	86.1%	24,561	11.9%	4,192	2.0%	
North																								
1975	3,676	3,425	93.2%	240	6.5%	11	0.3%		4,443	4,218	94.9%	202	4.5%	23	0.5%		33,016	29,523	89.4%	3,327	10.1%	166	0.5%	
1977	2,966	2,760	93.1%	196	6.6%	10	0.3%		3,955	3,694	93.4%	247	6.2%	14	0.4%		29,667	26,323	88.7%	3,190	10.8%	154	0.5%	
1979	3,728	3,418	91.7%	299	8.0%	11	0.3%		4,454	4,157	93.3%	286	6.4%	11	0.2%		33,742	29,650	87.9%	3,950	11.7%	142	0.4%	
1981	3,576	3,272	91.5%	294	8.2%	10	0.3%		4,596	4,265	92.8%	322	7.0%	9	0.2%		33,940	29,506	86.9%	4,273	12.6%	161	0.5%	
1982	3,589	3,321	92.5%	263	7.3%	5	0.1%		4,633	4,334	93.5%	286	6.2%	13	0.3%		36,300	31,867	87.8%	4,285	11.8%	148	0.4%	
1984	3,704	3,416	92.2%	279	7.5%	9	0.2%		4,425	4,130	93.3%	288	6.5%	7	0.2%		37,874	33,312	88.0%	4,443	11.7%	119	0.3%	
East																								
1975	16,764	15,103	90.1%	1,345	8.0%	316	1.9%		17,597	16,136	91.7%	1,148	6.5%	313	1.8%		143,985	124,096	86.2%	16,973	11.8%	2,916	2.0%	
1977	17,620	15,884	90.1%	1,450	8.2%	286	1.6%		19,577	17,991	91.9%	1,300	6.6%	286	1.5%		152,662	132,331	86.7%	17,628	11.5%	2,703	1.8%	
1979	18,263	16,403	89.8%	1,574	8.6%	286	1.6%		18,963	17,245	90.9%	1,427	7.5%	291	1.5%		156,133	133,619	85.6%	19,823	12.7%	2,691	1.7%	
1981	20,433	18,002	88.1%	2,096	10.3%	335	1.6%		19,116	17,261	90.3%	1,582	8.3%	273	1.4%		165,362	139,909	84.6%	22,707	13.7%	2,746	1.7%	
1982	17,474	15,512	88.8%	1,644	9.4%	318	1.8%		19,403	17,587	90.6%	1,518	7.8%	298	1.5%		157,946	135,215	85.6%	19,919	12.6%	2,812	1.8%	
1984	21,260	19,144	90.0%	1,799	8.5%	317	1.5%		19,654	17,832	90.7%	1,520	7.7%	302	1.5%		174,664	151,445	86.7%	20,420	11.7%	2,799	1.6%	
South																								
1975	4,909	4,422	90.1%	374	7.6%	113	2.3%		3,407	3,015	88.5%	310	9.1%	82	2.4%		38,167	32,752	85.8%	4,413	11.6%	1,002	2.6%	
1977	5,553	5,062	91.2%	395	7.1%	96	1.7%		3,229	2,909	90.1%	227	7.0%	93	2.9%		38,262	33,305	87.0%	3,938	10.3%	1,019	2.7%	
1979	5,146	4,625	89.9%	423	8.2%	98	1.9%		3,382	3,033	89.7%	269	8.0%	80	2.4%		37,933	32,751	86.3%	4,230	11.2%	952	2.5%	
1981	5,378	4,730	88.0%	542	10.1%	106	2.0%		2,472	2,186	88.4%	206	8.3%	80	3.2%		37,790	32,223	85.3%	4,602	12.2%	965	2.6%	
1982	5,426	4,848	89.3%	483	8.9%	95	1.8%		3,151	2,819	89.5%	265	8.4%	67	2.1%		38,029	32,593	85.7%	4,525	11.9%	911	2.4%	
1984	5,868	5,256	89.6%	506	8.6%	106	1.8%		3,449	3,116	90.3%	258	7.5%	75	2.2%		41,602	35,694	85.8%	4,852	11.7%	1,056	2.5%	
TOTAL																								
1975	38,101	33,981	89.2%	3,276	8.6%	844	2.2%		45,168	41,374	91.6%	2,927	6.5%	867	1.9%		391,195	338,111	86.4%	45,008	11.5%	8,076	2.1%	
1977	39,282	35,155	89.5%	3,309	8.4%	818	2.1%		48,193	44,214	91.7%	3,115	6.5%	864	1.8%		402,194	349,444	86.9%	44,764	11.1%	7,986	2.0%	
1979	40,608	36,062	88.8%	3,739	9.2%	807	2.0%		47,778	43,435	90.9%	3,503	7.3%	840	1.8%		410,879	352,275	85.7%	50,780	12.4%	7,824	1.9%	
1981	42,423	37,163	87.6%	4,410	10.4%	850	2.0%		47,129	42,618	90.4%	3,772	8.0%	739	1.6%		425,061	361,724	85.1%	55,558	13.1%	7,779	1.8%	
1982	39,333	34,650	88.1%	3,903	9.9%	780	2.0%		47,861	43,376	90.6%	3,711	7.8%	774	1.6%		416,965	357,979	85.9%	51,278	12.3%	7,708	1.8%	
1984	45,237	40,294	89.1%	4,119	9.1%	824	1.8%		50,835	46,177	90.8%	3,846	7.6%	812	1.6%		460,745	398,303	86.4%	54,276	11.8%	8,166	1.8%	

EXHIBIT 36 : VEHICLE TRIPS CROSSING DOWNTOWN CORE CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total Vehicles	Autos & Taxis		Trucks		Transit Veh.		Total Vehicles	Autos & Taxis		Trucks		Transit Veh.		Total Vehicles	Autos & Taxis		Trucks		Transit Veh.	
		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%
West																					
1975	4,261	3,599	84.5%	468	11.0%	194	4.6%	8,322	7,515	90.3%	530	6.4%	277	3.3%	67,036	56,303	84.0%	8,623	12.9%	2,110	3.1%
1977	4,335	3,682	84.9%	446	10.3%	207	4.8%	9,163	8,335	91.0%	537	5.9%	291	3.2%	71,268	60,457	84.8%	8,616	12.1%	2,195	3.1%
1979	4,423	3,699	83.6%	525	11.9%	199	4.5%	9,319	8,303	90.1%	632	6.8%	294	3.2%	72,569	61,025	84.1%	9,407	13.0%	2,137	2.9%
1981	4,041	3,441	85.2%	441	10.9%	159	3.9%	9,230	8,363	90.6%	655	7.1%	212	2.3%	73,542	62,160	84.5%	9,559	13.0%	1,823	2.5%
1982	4,274	3,577	83.7%	549	12.8%	148	3.5%	9,136	8,287	90.7%	639	7.0%	210	2.3%	72,078	60,966	84.6%	9,397	13.0%	1,715	2.4%
1984	4,766	4,072	85.4%	530	11.1%	164	3.4%	10,372	9,339	90.0%	792	7.6%	241	2.3%	82,491	69,926	84.8%	10,595	12.8%	1,970	2.4%
North																					
1975	3,819	3,249	85.1%	438	11.5%	132	3.5%	5,013	4,595	91.7%	312	6.2%	106	2.1%	54,013	46,273	85.7%	6,614	12.2%	1,126	2.1%
1977	3,696	3,209	86.8%	345	9.3%	142	3.8%	5,291	4,835	91.4%	347	6.6%	109	2.1%	56,241	48,510	86.3%	6,594	11.7%	1,137	2.0%
1979	3,965	3,338	84.2%	475	12.0%	152	3.8%	5,813	5,263	90.5%	449	7.7%	101	1.7%	58,548	49,808	85.1%	7,606	13.0%	1,134	1.9%
1981	3,817	3,264	85.5%	437	11.4%	116	3.0%	6,069	5,545	91.4%	431	7.1%	93	1.5%	60,176	51,125	85.0%	7,939	13.2%	1,112	1.8%
1982	3,931	3,360	85.5%	459	11.7%	112	2.8%	5,885	5,383	91.5%	406	6.9%	96	1.6%	58,529	49,812	85.1%	7,610	13.0%	1,107	1.9%
1984	4,352	3,803	87.4%	425	9.8%	124	2.8%	6,178	5,614	90.9%	446	7.2%	118	1.9%	63,704	54,669	85.8%	7,771	12.2%	1,264	2.0%
East																					
1975	7,740	6,852	88.5%	696	9.0%	192	2.5%	8,104	7,364	90.9%	557	6.9%	183	2.3%	61,619	51,814	84.1%	8,118	13.2%	1,687	2.7%
1977	8,232	7,292	88.6%	772	9.4%	168	2.0%	8,540	7,762	90.9%	607	7.1%	171	2.0%	63,103	53,395	84.6%	8,195	13.0%	1,513	2.4%
1979	8,672	7,710	88.9%	799	9.2%	163	1.9%	8,590	7,715	89.8%	705	8.2%	170	2.0%	67,408	56,501	83.8%	9,376	13.9%	1,531	2.3%
1981	10,848	9,501	87.6%	1,181	10.9%	166	1.5%	8,323	7,428	89.2%	765	9.2%	130	1.6%	74,788	62,026	82.9%	11,464	15.3%	1,298	1.7%
1982	8,590	7,634	88.9%	813	9.5%	143	1.7%	8,919	8,055	90.3%	705	7.9%	159	1.8%	68,464	58,017	84.7%	9,080	13.3%	1,367	2.0%
1984	11,102	9,966	89.8%	972	8.8%	164	1.5%	9,343	8,444	90.4%	747	8.0%	152	1.6%	78,047	66,865	85.7%	9,871	12.6%	1,311	1.7%
South																					
1975	4,909	4,422	90.1%	374	7.6%	113	2.3%	3,407	3,015	88.5%	310	9.1%	82	2.4%	38,167	32,752	85.8%	4,413	11.6%	1,002	2.6%
1977	5,553	5,062	91.2%	395	7.1%	96	1.7%	3,229	2,909	90.1%	227	7.0%	93	2.9%	38,262	33,305	87.0%	3,938	10.3%	1,019	2.7%
1979	5,146	4,625	89.9%	423	8.2%	98	1.9%	3,382	3,033	89.7%	269	8.0%	80	2.4%	37,933	32,751	86.3%	4,230	11.2%	952	2.5%
1981	5,378	4,730	88.0%	542	10.1%	106	2.0%	2,472	2,186	88.4%	206	8.3%	80	3.2%	37,790	32,223	85.3%	4,602	12.2%	965	2.6%
1982	5,426	4,848	89.3%	483	8.9%	95	1.8%	3,151	2,819	89.5%	265	8.4%	67	2.1%	38,029	32,593	85.7%	4,525	11.9%	911	2.4%
1984	5,868	5,256	89.6%	506	8.6%	106	1.8%	3,449	3,116	90.3%	258	7.5%	75	2.2%	41,602	35,694	85.8%	4,852	11.7%	1,056	2.5%
TOTAL																					
1975	20,729	18,122	87.4%	1,976	9.5%	631	3.0%	24,846	22,489	90.5%	1,709	6.9%	648	2.6%	220,835	187,142	84.7%	27,768	12.6%	5,925	2.7%
1977	21,816	19,245	88.2%	1,958	9.0%	613	2.8%	26,223	23,841	90.9%	1,718	6.6%	664	2.5%	228,874	195,667	85.5%	27,343	11.9%	5,864	2.6%
1979	22,206	19,372	87.2%	2,222	10.0%	612	2.8%	27,104	24,404	90.0%	2,055	7.6%	645	2.4%	236,458	200,085	84.6%	30,619	12.9%	5,754	2.4%
1981	24,084	20,936	86.9%	2,601	10.8%	547	2.3%	26,094	23,522	90.1%	2,057	7.9%	515	2.0%	246,296	207,534	84.3%	33,564	13.6%	5,198	2.1%
1982	22,221	19,419	87.4%	2,304	10.4%	498	2.2%	27,091	24,544	90.6%	2,015	7.4%	532	2.0%	237,100	201,388	84.9%	30,612	12.9%	5,100	2.2%
1984	26,088	23,097	88.5%	2,433	9.3%	558	2.1%	29,342	26,513	90.4%	2,243	7.6%	586	2.0%	265,844	227,154	85.4%	33,089	12.4%	5,601	2.1%

EXHIBIT 37 : PERSON TRIPS CROSSING METRO BOUNDARY CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total Persons	Auto & Taxi		Transit		GO Rail		Total Persons	Auto & Taxi		Transit		GO Rail		Total Persons	Auto & Taxi		Transit		GO Rail	
		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%
West																					
1975	50,402	42,149	83.6%	2,824	5.6%	5,429	10.8%	57,642	48,866	84.8%	4,370	7.6%	4,406	7.6%	389,691	347,750	89.2%	29,438	7.6%	12,503	3.2%
1977	64,218	52,869	82.3%	4,681	7.3%	6,668	10.4%	68,693	56,334	82.0%	5,948	8.7%	6,411	9.3%	453,101	395,364	87.3%	41,577	9.2%	16,160	3.6%
1979	68,683	55,792	81.2%	4,996	7.3%	7,895	11.5%	76,766	64,127	83.5%	6,053	7.9%	6,586	8.6%	506,927	447,900	88.4%	41,112	8.1%	17,915	3.5%
1981	82,168	65,546	79.8%	6,312	7.7%	10,310	12.5%	86,590	69,363	80.1%	8,206	9.5%	9,021	10.4%	579,017	501,072	86.5%	54,307	9.4%	23,638	4.1%
1983	82,175	64,635	78.7%	6,700	8.2%	10,840	13.2%	84,221	67,613	80.3%	7,266	8.6%	9,342	11.1%	576,604	504,051	87.4%	47,819	8.3%	24,734	4.3%
1985	87,942	68,314	77.7%	7,197	8.2%	12,431	14.1%	90,718	72,207	79.6%	7,966	8.8%	10,545	11.6%	621,075	539,582	86.9%	53,813	8.7%	27,680	4.5%
North																					
1975	29,965	27,683	92.4%	2,282	7.6%	0	0.0%	34,542	32,745	94.8%	1,797	5.2%	0	0.0%	233,694	218,579	93.5%	15,115	6.5%	0	0.0%
1977	36,754	33,066	90.0%	3,688	10.0%	0	0.0%	39,577	36,301	91.7%	3,276	8.3%	0	0.0%	264,939	245,215	92.6%	19,724	7.4%	0	0.0%
1979	38,861	36,008	92.7%	2,409	6.2%	444	1.1%	43,017	39,942	92.9%	2,670	6.2%	405	0.9%	287,775	268,482	93.3%	18,444	6.4%	849	0.3%
1981	49,903	45,067	90.3%	4,281	8.6%	555	1.1%	53,315	47,807	89.7%	5,019	9.4%	489	0.9%	364,958	334,044	91.5%	29,870	8.2%	1,044	0.3%
1983	55,778	50,258	90.1%	4,382	7.9%	1,138	2.0%	57,313	52,022	90.8%	4,561	8.0%	730	1.3%	405,039	374,769	92.5%	28,261	7.0%	2,009	0.5%
1985	65,872	59,110	89.7%	5,520	8.4%	1,242	1.9%	67,641	61,493	90.9%	4,999	7.4%	1,149	1.7%	487,248	452,325	92.8%	32,532	6.7%	2,391	0.5%
East																					
1975	9,662	7,947	82.3%	303	3.1%	1,412	14.6%	10,282	9,172	89.2%	187	1.8%	923	9.0%	71,126	62,714	88.2%	4,899	6.9%	3,513	4.9%
1977	14,716	12,271	83.4%	433	2.9%	2,011	13.7%	13,438	11,617	86.4%	459	3.4%	1,362	10.1%	93,906	80,312	85.5%	8,136	8.7%	5,458	5.8%
1979	15,721	13,006	82.7%	374	2.4%	2,341	14.9%	17,361	14,714	84.8%	528	3.0%	2,119	12.2%	98,689	85,028	86.2%	6,890	7.0%	6,771	6.9%
1981	17,052	13,380	78.5%	732	4.3%	2,940	17.2%	18,999	15,443	81.3%	933	4.9%	2,623	13.8%	109,760	93,043	84.8%	8,679	7.9%	8,038	7.3%
1983	18,840	14,760	78.3%	916	4.9%	3,164	16.8%	20,579	16,961	82.4%	1,088	5.3%	2,530	12.3%	120,790	102,622	85.0%	10,030	8.3%	8,138	6.7%
1985	19,561	15,403	78.7%	1,004	5.1%	3,154	16.1%	21,200	17,211	81.2%	1,011	4.8%	2,978	14.0%	128,220	110,860	86.5%	7,922	6.2%	9,438	7.4%
TOTAL																					
1975	90,029	77,779	86.4%	5,409	6.0%	6,841	7.6%	102,466	90,783	88.6%	6,354	6.2%	5,329	5.2%	694,511	629,043	90.6%	49,452	7.1%	16,016	2.3%
1977	115,687	98,206	84.9%	8,802	7.6%	8,679	7.5%	121,708	104,252	85.7%	9,683	8.0%	7,773	6.4%	811,946	720,891	88.8%	69,437	8.6%	21,618	2.7%
1979	123,265	104,806	85.0%	7,779	6.3%	10,680	8.7%	137,144	118,783	86.6%	9,251	6.7%	9,110	6.6%	893,391	801,410	89.7%	66,446	7.4%	25,535	2.9%
1981	149,123	123,993	83.1%	11,325	7.6%	13,805	9.3%	158,904	132,613	83.5%	14,158	8.9%	12,133	7.6%	1,053,735	928,159	88.1%	92,856	8.8%	32,720	3.1%
1983	156,793	129,653	82.7%	11,998	7.7%	15,142	9.7%	162,113	136,596	84.3%	12,915	8.0%	12,602	7.8%	1,102,433	981,442	89.0%	86,110	7.8%	34,881	3.2%
1985	173,375	142,827	82.4%	13,721	7.9%	16,827	9.7%	179,559	150,911	84.0%	13,976	7.8%	14,672	8.2%	1,236,543	1,102,767	89.2%	94,267	7.6%	39,509	3.2%

EXHIBIT 38 : PERSON TRIPS CROSSING SUBURBAN CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total Persons	Auto & Taxi		Transit		GO Rail		Total Persons	Auto & Taxi		Transit		GO Rail		Total Persons	Auto & Taxi		Transit		GO Rail	
		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%
West																					
1975	58,542	33,889	57.9%	18,720	32.0%	5,933	10.1%	59,737	34,887	58.4%	19,818	33.2%	5,032	8.4%	364,933	250,242	68.6%	100,782	27.6%	13,909	3.8%
1977	62,034	34,432	55.5%	20,105	32.4%	7,497	12.1%	62,932	35,648	56.6%	20,239	32.2%	7,045	11.2%	378,272	263,715	69.7%	96,575	25.5%	17,982	4.8%
1979	65,690	36,583	55.7%	20,252	30.8%	8,855	13.5%	70,645	40,036	56.7%	22,627	32.0%	7,982	11.3%	393,505	270,838	68.8%	102,200	26.0%	20,467	5.2%
1981	70,337	34,706	49.3%	24,102	34.3%	11,529	16.4%	67,127	38,111	56.8%	18,858	28.1%	10,158	15.1%	399,012	269,337	67.5%	103,258	25.9%	26,417	6.6%
1983	69,893	33,858	48.4%	24,283	34.7%	11,752	16.8%	70,499	38,207	54.2%	22,043	31.3%	10,249	14.5%	412,864	270,108	65.4%	116,044	28.1%	26,712	6.5%
1985	72,385	36,600	50.6%	22,277	30.8%	13,508	18.7%	70,601	37,156	52.6%	21,891	31.0%	11,554	16.4%	424,511	286,587	67.5%	107,997	25.4%	29,927	7.0%
North																					
1975	93,719	67,620	72.2%	26,099	27.8%	0	0.0%	102,054	75,278	73.8%	26,776	26.2%	0	0.0%	706,978	573,277	81.1%	133,701	18.9%	0	0.0%
1977	106,125	75,878	71.5%	30,247	28.5%	0	0.0%	111,450	81,642	73.3%	29,808	26.7%	0	0.0%	784,228	626,883	79.9%	157,345	20.1%	0	0.0%
1979	111,299	78,463	70.5%	31,745	28.5%	1,091	1.0%	120,771	85,148	70.5%	34,680	28.7%	943	0.8%	832,688	665,635	79.9%	165,019	19.8%	2,034	0.2%
1981	116,402	78,145	67.1%	37,018	31.8%	1,239	1.1%	129,333	91,782	71.0%	36,468	28.2%	1,083	0.8%	903,790	706,359	78.2%	195,109	21.6%	2,322	0.3%
1983	125,985	83,746	66.5%	41,102	32.6%	1,137	0.9%	127,283	89,093	70.0%	37,194	29.2%	996	0.8%	939,526	727,468	77.4%	209,925	22.3%	2,133	0.2%
1985	128,446	81,165	63.2%	45,998	35.8%	1,283	1.0%	133,233	92,172	69.2%	39,886	29.9%	1,175	0.9%	985,960	755,922	76.7%	227,580	23.1%	2,458	0.2%
East																					
1975	31,409	20,006	63.7%	7,830	24.9%	3,573	11.4%	34,211	23,121	67.6%	8,250	24.1%	2,840	8.3%	196,578	147,064	74.8%	41,407	21.1%	8,107	4.1%
1977	34,932	22,098	63.3%	8,656	24.8%	4,178	12.0%	34,630	21,876	63.2%	8,460	24.4%	4,294	12.4%	201,893	146,440	72.5%	44,784	22.2%	10,669	5.3%
1979	37,879	22,726	60.0%	9,972	26.3%	5,181	13.7%	39,463	25,247	64.0%	9,698	24.6%	4,518	11.4%	215,531	154,612	71.7%	49,051	22.8%	11,868	5.5%
1981	38,203	22,762	59.6%	9,847	25.8%	5,594	14.6%	40,149	25,126	62.6%	9,491	23.6%	5,532	13.8%	227,335	159,276	70.1%	54,359	23.9%	13,700	6.0%
1983	40,531	23,138	57.1%	10,922	26.9%	6,471	16.0%	42,481	25,667	60.4%	11,457	27.0%	5,357	12.6%	234,721	159,895	68.1%	60,571	25.8%	14,255	6.1%
1985	43,238	24,279	56.2%	11,937	27.6%	7,022	16.2%	45,157	26,507	58.7%	12,126	26.9%	6,524	14.4%	247,846	167,015	67.4%	64,127	25.9%	16,704	6.7%
TOTAL																					
1975	183,670	121,515	66.2%	52,649	28.7%	9,506	5.2%	196,002	133,286	68.0%	54,844	28.0%	7,872	4.0%	1,268,489	970,583	76.5%	275,890	21.7%	22,016	1.7%
1977	203,091	132,408	65.2%	59,008	29.1%	11,675	5.7%	209,012	139,166	66.6%	58,507	28.0%	11,339	5.4%	1,364,393	1,037,038	76.0%	298,704	21.9%	28,651	2.1%
1979	214,868	137,772	64.1%	61,969	28.8%	15,127	7.0%	230,879	150,431	65.2%	67,005	29.0%	13,443	5.8%	1,441,724	1,091,085	75.7%	316,270	21.9%	34,369	2.4%
1981	224,942	135,613	60.3%	70,967	31.5%	18,362	8.2%	236,609	155,019	65.5%	64,817	27.4%	16,773	7.1%	1,530,137	1,134,972	74.2%	352,726	23.1%	42,439	2.8%
1983	236,409	140,742	59.5%	76,307	32.3%	19,360	8.2%	240,263	152,967	63.7%	70,694	29.4%	16,602	6.9%	1,587,111	1,157,471	72.9%	386,540	24.4%	43,100	2.7%
1985	244,069	142,044	58.2%	80,212	32.9%	21,813	8.9%	248,991	155,835	62.6%	73,903	29.7%	19,253	7.7%	1,658,317	1,209,524	72.9%	399,704	24.1%	49,089	3.0%

EXHIBIT 39 : PERSON TRIPS CROSSING CENTRAL AREA CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total Persons	Auto & Taxi		Transit		GO Rail		Total Persons	Auto & Taxi		Transit		GO Rail		Total Persons	Auto & Taxi		Transit		GO Rail	
		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%
West																					
1975	85,182	28,178	33.1%	51,302	60.2%	5,702	6.7%	86,621	34,761	40.1%	46,624	53.8%	5,236	6.0%	465,855	229,608	49.3%	222,154	47.7%	14,093	3.0%
1977	86,544	29,583	34.2%	49,583	57.3%	7,378	8.5%	88,401	33,903	38.4%	47,239	53.4%	7,259	8.2%	477,694	232,682	48.7%	226,687	47.5%	18,325	3.8%
1979	83,805	30,421	36.3%	44,508	53.1%	8,876	10.6%	95,195	38,978	40.9%	47,986	50.4%	8,231	8.6%	480,550	241,187	50.2%	218,575	45.5%	20,788	4.3%
1981	87,217	27,914	32.0%	47,761	54.8%	11,542	13.2%	87,679	29,606	33.8%	47,538	54.2%	10,535	12.0%	494,369	229,564	46.4%	237,724	48.1%	27,081	5.5%
1983	91,195	31,025	34.0%	47,355	51.9%	12,815	14.1%	87,327	31,630	36.2%	44,183	50.6%	11,514	13.2%	507,099	243,779	48.1%	235,267	46.4%	28,053	5.5%
1985	90,191	31,910	35.4%	44,175	49.0%	14,106	15.6%	84,406	32,812	38.9%	39,275	46.5%	12,319	14.6%	518,624	251,017	48.4%	236,233	45.5%	31,374	6.0%
North																					
1975	48,682	14,942	30.7%	33,740	69.3%	0	0.0%	53,854	18,453	34.3%	35,401	65.7%	0	0.0%	295,533	121,513	41.1%	174,020	58.9%	0	0.0%
1977	59,352	16,496	27.8%	42,856	72.2%	0	0.0%	55,463	19,061	34.4%	36,402	65.6%	0	0.0%	326,204	131,276	40.2%	194,928	59.8%	0	0.0%
1979	57,512	15,402	26.8%	42,110	73.2%	0	0.0%	64,013	18,375	28.7%	45,638	71.3%	0	0.0%	347,495	128,591	37.0%	218,904	63.0%	0	0.0%
1981	67,193	15,263	22.7%	51,930	77.3%	0	0.0%	67,744	18,833	27.8%	48,911	72.2%	0	0.0%	386,018	129,384	33.5%	256,634	66.5%	0	0.0%
1983	66,540	15,503	23.3%	51,037	76.7%	0	0.0%	69,090	18,900	27.4%	50,190	72.6%	0	0.0%	395,422	135,180	34.2%	260,242	65.8%	0	0.0%
1985	65,250	15,773	24.2%	49,477	75.8%	0	0.0%	70,221	18,946	27.0%	51,275	73.0%	0	0.0%	398,941	135,873	34.1%	263,068	65.9%	0	0.0%
East																					
1975	80,323	36,386	45.3%	40,183	50.0%	3,754	4.7%	80,555	35,852	44.5%	41,855	52.0%	2,848	3.5%	419,313	228,606	54.5%	182,183	43.4%	8,524	2.0%
1977	76,361	35,946	47.1%	35,986	47.1%	4,429	5.8%	78,641	34,506	43.9%	40,809	51.9%	3,326	4.2%	413,320	234,298	56.7%	168,961	40.9%	10,061	2.4%
1979	86,995	43,157	49.6%	37,268	42.8%	6,570	7.6%	78,197	37,182	47.5%	35,345	45.2%	5,670	7.3%	430,496	251,606	58.4%	164,201	38.1%	14,689	3.4%
1981	92,417	36,857	39.9%	47,661	51.6%	7,899	8.5%	84,621	36,654	43.3%	41,482	49.0%	6,485	7.7%	451,597	240,310	53.2%	193,857	42.9%	17,430	3.9%
1983	86,880	35,506	40.9%	43,634	50.2%	7,740	8.9%	82,472	35,602	43.2%	40,767	49.4%	6,103	7.4%	455,200	250,950	55.1%	187,665	41.2%	16,585	3.6%
1985	80,848	35,052	43.4%	37,292	46.1%	8,504	10.5%	87,138	36,299	41.7%	43,395	49.8%	7,444	8.5%	462,479	253,131	54.7%	189,917	41.1%	19,431	4.2%
TOTAL																					
1975	214,187	79,506	37.1%	125,225	58.5%	9,456	4.4%	221,030	89,066	40.3%	123,880	56.0%	8,084	3.7%	1,180,701	579,727	49.1%	578,357	49.0%	22,617	1.9%
1977	222,257	82,025	36.9%	128,425	57.8%	11,807	5.3%	222,505	87,470	39.3%	124,450	55.9%	10,585	4.8%	1,217,218	598,256	49.1%	590,576	48.5%	28,386	2.3%
1979	228,312	88,980	39.0%	123,886	54.3%	15,446	6.8%	237,405	94,535	39.8%	128,969	54.3%	13,901	5.9%	1,258,541	621,384	49.4%	601,680	47.8%	35,477	2.8%
1981	246,827	80,034	32.4%	147,352	59.7%	19,441	7.9%	240,044	85,093	35.4%	137,931	57.5%	17,020	7.1%	1,331,984	599,258	45.0%	688,215	51.7%	44,511	3.3%
1983	244,615	82,034	33.5%	142,026	58.1%	20,555	8.4%	238,889	86,132	36.1%	135,140	56.6%	17,617	7.4%	1,357,721	629,909	46.4%	683,174	50.3%	44,638	3.3%
1985	236,289	82,735	35.0%	130,944	55.4%	22,610	9.6%	241,765	88,057	36.4%	133,945	55.4%	19,763	8.2%	1,380,044	640,021	46.4%	689,218	49.9%	50,805	3.7%

METRO CORDON COUNT PROGRAM - 1985

EXHIBIT 40 : PERSON TRIPS CROSSING EXTENDED CORE CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total Persons	Auto & Taxi		Transit		GO Rail		Total Persons	Auto & Taxi		Transit		GO Rail		Total Persons	Auto & Taxi		Transit		GO Rail	
		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%
West																					
1985	47,429	27,700	58.4%	5,623	11.9%	14,106	29.7%	49,302	29,963	60.8%	7,020	14.2%	12,319	25.0%	328,718	246,340	74.9%	51,004	15.5%	31,374	9.5%
North																					
1985	61,559	9,232	15.0%	52,327	85.0%	0	0.0%	70,513	12,757	18.1%	57,756	81.9%	0	0.0%	362,082	118,447	32.7%	243,635	67.3%	0	0.0%
East																					
1985	32,471	19,950	61.4%	4,017	12.4%	8,504	26.2%	36,394	23,788	65.4%	5,162	14.2%	7,444	20.5%	216,236	165,654	76.6%	31,151	14.4%	19,431	9.0%
TOTAL																					
1985	141,459	56,882	40.2%	61,967	43.8%	22,610	16.0%	156,209	66,508	42.6%	69,938	44.8%	19,763	12.7%	907,036	530,441	58.5%	325,790	35.9%	50,805	5.6%

EXHIBIT 41 : PERSON TRIPS CROSSING DOWNTOWN CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total Persons	Auto & Taxi		Transit		GO Rail		Total Persons	Auto & Taxi		Transit		GO Rail		Total Persons	Auto & Taxi		Transit		GO Rail	
		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%
West																					
1975	69,581	14,437	20.7%	55,144	79.3%	0	0.0%	85,791	24,829	28.9%	60,962	71.1%	0	0.0%	495,492	196,746	39.7%	298,746	60.3%	0	0.0%
1977	63,537	14,510	22.8%	49,027	77.2%	0	0.0%	79,399	26,301	33.1%	53,098	66.9%	0	0.0%	487,356	203,020	41.7%	284,336	58.3%	0	0.0%
1979	76,790	14,483	18.9%	62,307	81.1%	0	0.0%	87,024	25,779	29.6%	61,245	70.4%	0	0.0%	515,042	197,858	38.4%	317,184	61.6%	0	0.0%
1981	85,691	13,881	16.2%	71,810	83.8%	0	0.0%	90,428	25,045	27.7%	65,383	72.3%	0	0.0%	551,280	201,755	36.6%	349,525	63.4%	0	0.0%
1982	83,723	13,790	16.5%	69,933	83.5%	0	0.0%	95,489	24,478	25.6%	71,011	74.4%	0	0.0%	560,927	199,450	35.6%	361,477	64.4%	0	0.0%
1984	89,803	15,480	17.2%	74,323	82.8%	0	0.0%	90,218	28,059	31.1%	62,159	68.9%	0	0.0%	587,330	222,139	37.8%	365,191	62.2%	0	0.0%
North																					
1975	44,897	4,597	10.2%	40,300	89.8%	0	0.0%	47,410	5,794	12.2%	41,616	87.8%	0	0.0%	231,695	38,615	16.7%	193,080	83.3%	0	0.0%
1977	43,388	3,642	8.4%	39,746	91.6%	0	0.0%	43,781	5,137	11.7%	38,644	88.3%	0	0.0%	222,856	34,338	15.4%	188,518	84.6%	0	0.0%
1979	33,463	4,464	13.3%	28,999	86.7%	0	0.0%	37,411	5,620	15.0%	31,791	85.0%	0	0.0%	198,376	37,311	18.8%	161,065	81.2%	0	0.0%
1981	45,684	4,162	9.1%	41,522	90.9%	0	0.0%	43,245	5,791	13.4%	37,454	86.6%	0	0.0%	224,671	37,139	16.5%	187,532	83.5%	0	0.0%
1982	39,167	4,346	11.1%	34,821	88.9%	0	0.0%	41,539	5,720	13.8%	35,819	86.2%	0	0.0%	222,379	39,953	18.0%	182,426	82.0%	0	0.0%
1984	38,448	4,348	11.3%	34,100	88.7%	0	0.0%	40,820	5,413	13.3%	35,407	86.7%	0	0.0%	222,619	41,376	18.6%	181,243	81.4%	0	0.0%
East																					
1975	62,283	21,047	33.8%	41,236	66.2%	0	0.0%	63,320	22,722	35.9%	40,598	64.1%	0	0.0%	365,536	161,852	44.3%	203,684	55.7%	0	0.0%
1977	64,076	21,659	33.8%	42,417	66.2%	0	0.0%	66,549	25,454	38.2%	41,095	61.8%	0	0.0%	370,883	171,518	46.2%	199,365	53.8%	0	0.0%
1979	61,719	22,775	36.9%	38,944	63.1%	0	0.0%	62,990	23,789	37.8%	39,201	62.2%	0	0.0%	369,564	170,829	46.2%	198,735	53.8%	0	0.0%
1981	66,939	23,985	35.8%	42,954	64.2%	0	0.0%	67,344	24,064	35.7%	43,280	64.3%	0	0.0%	395,422	179,328	45.4%	216,094	54.6%	0	0.0%
1982	66,167	21,166	32.0%	45,001	68.0%	0	0.0%	70,614	24,454	34.6%	46,160	65.4%	0	0.0%	389,074	172,671	44.4%	216,403	55.6%	0	0.0%
1984	73,078	25,637	35.1%	47,441	64.9%	0	0.0%	67,313	24,132	35.9%	43,181	64.1%	0	0.0%	414,657	190,114	45.8%	224,543	54.2%	0	0.0%
South																					
1975	15,954	6,283	39.4%	713	4.5%	8,958	56.1%	13,394	4,572	34.1%	821	6.1%	8,001	59.7%	76,834	44,243	57.6%	11,318	14.7%	21,273	27.7%
1977	19,630	7,114	36.2%	709	3.6%	11,807	60.1%	15,875	4,475	28.2%	815	5.1%	10,585	66.7%	86,489	45,998	53.2%	12,071	14.0%	28,420	32.9%
1979	22,594	6,369	28.2%	779	3.4%	15,446	68.4%	18,791	4,583	24.4%	607	3.2%	13,601	72.4%	89,682	43,746	48.8%	10,749	12.0%	35,187	39.2%
1981	26,843	6,470	24.1%	932	3.5%	19,441	72.4%	21,155	3,157	14.9%	978	4.6%	17,020	80.5%	98,843	41,971	42.5%	12,361	12.5%	44,511	45.0%
1982	26,711	6,069	22.7%	556	2.1%	20,086	75.2%	22,911	4,185	18.3%	586	2.6%	18,140	79.2%	93,345	40,540	43.4%	7,349	7.9%	45,456	48.7%
1984	29,949	7,322	24.4%	585	2.0%	22,042	73.6%	24,100	4,335	18.0%	831	3.4%	18,934	78.6%	108,404	46,865	43.2%	12,615	11.6%	48,924	45.1%
TOTAL																					
1975	192,715	46,364	24.1%	137,393	71.3%	8,958	4.6%	209,915	57,917	27.6%	143,997	68.6%	8,001	3.8%	1,169,557	441,456	37.7%	706,828	60.4%	21,273	1.8%
1977	190,631	46,925	24.6%	131,899	69.2%	11,807	6.2%	205,604	61,367	29.8%	133,652	35.0%	10,585	5.1%	1,167,584	454,874	39.0%	684,290	58.6%	28,420	2.4%
1979	194,566	48,091	24.7%	131,029	67.3%	15,446	7.9%	206,216	59,771	29.0%	132,844	64.4%	13,601	6.6%	1,172,664	449,744	38.4%	687,733	58.6%	35,187	3.0%
1981	225,157	48,498	21.5%	157,218	69.8%	19,441	8.6%	222,172	58,057	26.1%	147,095	66.2%	17,020	7.7%	1,270,216	460,193	36.2%	765,512	60.3%	44,511	3.5%
1982	215,768	45,371	21.0%	150,311	69.7%	20,086	9.3%	230,553	58,837	25.5%	153,576	66.6%	18,140	7.9%	1,265,725	452,614	35.8%	767,655	60.6%	45,456	3.6%
1984	231,278	52,787	22.8%	156,449	67.6%	22,042	9.5%	222,451	61,939	27.8%	141,578	63.6%	18,934	8.5%	1,333,010	500,494	37.5%	783,592	58.8%	48,924	3.7%

EXHIBIT 42 : PERSON TRIPS CROSSING DOWNTOWN CORE CORDON

	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound							4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound							7:00 A.M. - 7:00 P.M. Two-way Totals						
	Total Persons	Auto & Taxi		Transit		GO Rail		Total Persons	Auto & Taxi		Transit		GO Rail		Total Persons	Auto & Taxi		Transit		GO Rail	
		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%		Number	%	Number	%	Number	%
West																					
1975	9,642	4,797	49.8%	4,845	50.2%	0	0.0%	17,126	10,338	60.4%	6,788	39.6%	0	0.0%	110,052	71,583	65.0%	38,469	35.0%	0	0.0%
1977	8,998	4,669	51.9%	4,329	48.1%	0	0.0%	18,169	11,111	61.2%	7,058	38.8%	0	0.0%	114,254	76,213	66.7%	38,041	33.3%	0	0.0%
1979	9,179	4,645	50.6%	4,534	49.4%	0	0.0%	17,855	11,589	64.9%	6,266	35.1%	0	0.0%	113,459	75,726	66.7%	37,733	33.3%	0	0.0%
1981	8,545	4,223	49.4%	4,322	50.6%	0	0.0%	17,021	10,843	63.7%	6,178	36.3%	0	0.0%	112,245	75,697	67.4%	36,548	32.6%	0	0.0%
1982	8,286	4,495	54.2%	3,791	45.8%	0	0.0%	16,252	10,566	65.0%	5,686	35.0%	0	0.0%	110,971	73,598	66.3%	37,373	33.7%	0	0.0%
1984	8,607	5,144	59.8%	3,463	40.2%	0	0.0%	18,870	12,530	66.4%	6,340	33.6%	0	0.0%	122,782	86,060	70.1%	36,722	29.9%	0	0.0%
North																					
1975	55,253	4,274	7.7%	50,979	92.3%	0	0.0%	51,910	6,566	12.6%	45,344	87.4%	0	0.0%	275,022	62,707	22.8%	212,315	77.2%	0	0.0%
1977	51,361	4,042	7.9%	47,319	92.1%	0	0.0%	59,486	6,564	11.0%	52,922	89.0%	0	0.0%	285,851	62,698	21.9%	223,153	78.1%	0	0.0%
1979	53,507	4,208	7.9%	49,299	92.1%	0	0.0%	53,145	7,066	13.3%	46,079	86.7%	0	0.0%	283,514	63,150	22.3%	220,364	77.7%	0	0.0%
1981	58,140	4,080	7.0%	54,060	93.0%	0	0.0%	63,500	7,650	12.0%	55,850	88.0%	0	0.0%	323,126	68,066	21.1%	255,060	78.9%	0	0.0%
1982	62,451	4,191	6.7%	58,260	93.3%	0	0.0%	62,415	6,892	11.0%	55,523	89.0%	0	0.0%	322,518	62,211	19.3%	260,307	80.7%	0	0.0%
1984	62,897	4,675	7.4%	58,222	92.6%	0	0.0%	59,003	7,429	12.6%	51,574	87.4%	0	0.0%	315,556	70,658	22.4%	244,898	77.6%	0	0.0%
East																					
1975	16,283	9,844	60.5%	6,439	39.5%	0	0.0%	17,162	10,643	62.0%	6,519	38.0%	0	0.0%	102,301	67,909	66.4%	34,392	33.6%	0	0.0%
1977	16,121	10,162	63.0%	5,959	37.0%	0	0.0%	17,589	11,410	64.9%	6,179	35.1%	0	0.0%	105,244	69,670	66.2%	35,574	33.8%	0	0.0%
1979	17,226	10,905	63.3%	6,321	36.7%	0	0.0%	16,551	10,813	65.3%	5,738	34.7%	0	0.0%	107,767	72,816	67.6%	34,951	32.4%	0	0.0%
1981	17,983	12,661	70.4%	5,322	29.6%	0	0.0%	16,879	10,628	63.0%	6,251	37.0%	0	0.0%	113,218	79,586	70.3%	33,632	29.7%	0	0.0%
1982	15,958	10,580	66.3%	5,378	33.7%	0	0.0%	18,402	11,545	62.7%	6,857	37.3%	0	0.0%	109,275	74,861	68.5%	34,414	31.5%	0	0.0%
1984	18,733	13,654	72.9%	5,079	27.1%	0	0.0%	16,574	11,394	68.7%	5,180	31.3%	0	0.0%	113,970	84,418	74.1%	29,552	25.9%	0	0.0%
South																					
1975	15,954	6,283	39.4%	713	4.5%	8,958	56.1%	13,394	4,572	34.1%	821	6.1%	8,001	59.7%	76,834	44,243	57.6%	11,318	14.7%	21,273	27.7%
1977	19,630	7,114	36.2%	709	3.6%	11,807	60.1%	15,875	4,475	28.2%	815	5.1%	10,585	66.7%	86,489	45,998	53.2%	12,071	14.0%	28,420	32.9%
1979	22,594	6,369	28.2%	779	3.4%	15,446	68.4%	18,791	4,583	24.4%	607	3.2%	13,601	72.4%	89,682	43,746	48.8%	10,749	12.0%	35,187	39.2%
1981	26,843	6,470	24.1%	932	3.5%	19,441	72.4%	21,155	3,157	14.9%	978	4.6%	17,020	80.5%	98,843	41,971	42.5%	12,361	12.5%	44,511	45.0%
1982	26,711	6,069	22.7%	556	2.1%	20,086	75.2%	22,911	4,185	18.3%	586	2.6%	18,140	79.2%	93,345	40,540	43.4%	7,349	7.9%	45,456	48.7%
1984	29,949	7,322	24.4%	585	2.0%	22,042	73.6%	24,100	4,335	18.0%	831	3.4%	18,934	78.6%	108,404	46,865	43.2%	12,615	11.6%	48,924	45.1%
TOTAL																					
1975	97,132	25,198	25.9%	62,976	64.8%	8,958	9.2%	99,592	32,119	32.3%	59,472	59.7%	8,001	8.0%	564,209	246,442	43.7%	296,494	52.6%	21,273	3.8%
1977	96,110	25,987	27.0%	58,316	60.7%	11,807	12.3%	111,119	33,560	30.2%	66,974	60.3%	10,585	9.5%	591,838	254,579	43.0%	308,839	52.2%	28,420	4.8%
1979	102,506	26,127	25.5%	60,933	59.4%	15,446	15.1%	106,342	34,051	32.0%	58,690	55.2%	13,601	12.8%	594,422	255,438	43.0%	303,797	51.1%	35,187	5.9%
1981	111,511	27,434	24.6%	64,636	58.0%	19,441	17.4%	118,555	32,278	27.2%	69,257	58.4%	17,020	14.4%	647,432	265,320	41.0%	337,601	52.1%	44,511	6.9%
1982	113,406	25,335	22.3%	67,985	59.9%	20,086	17.7%	119,980	33,188	27.7%	68,652	57.2%	18,140	15.1%	636,109	251,210	39.5%	339,443	53.4%	45,456	7.1%
1984	120,186	30,795	25.6%	67,349	56.0%	22,042	18.3%	118,547	35,688	30.1%	63,925	53.9%	18,934	16.0%	660,712	288,001	43.6%	323,787	49.0%	48,924	7.4%

EXHIBIT 43 : VEHICLE TRIPS CROSSING MAJOR SCREENLINES

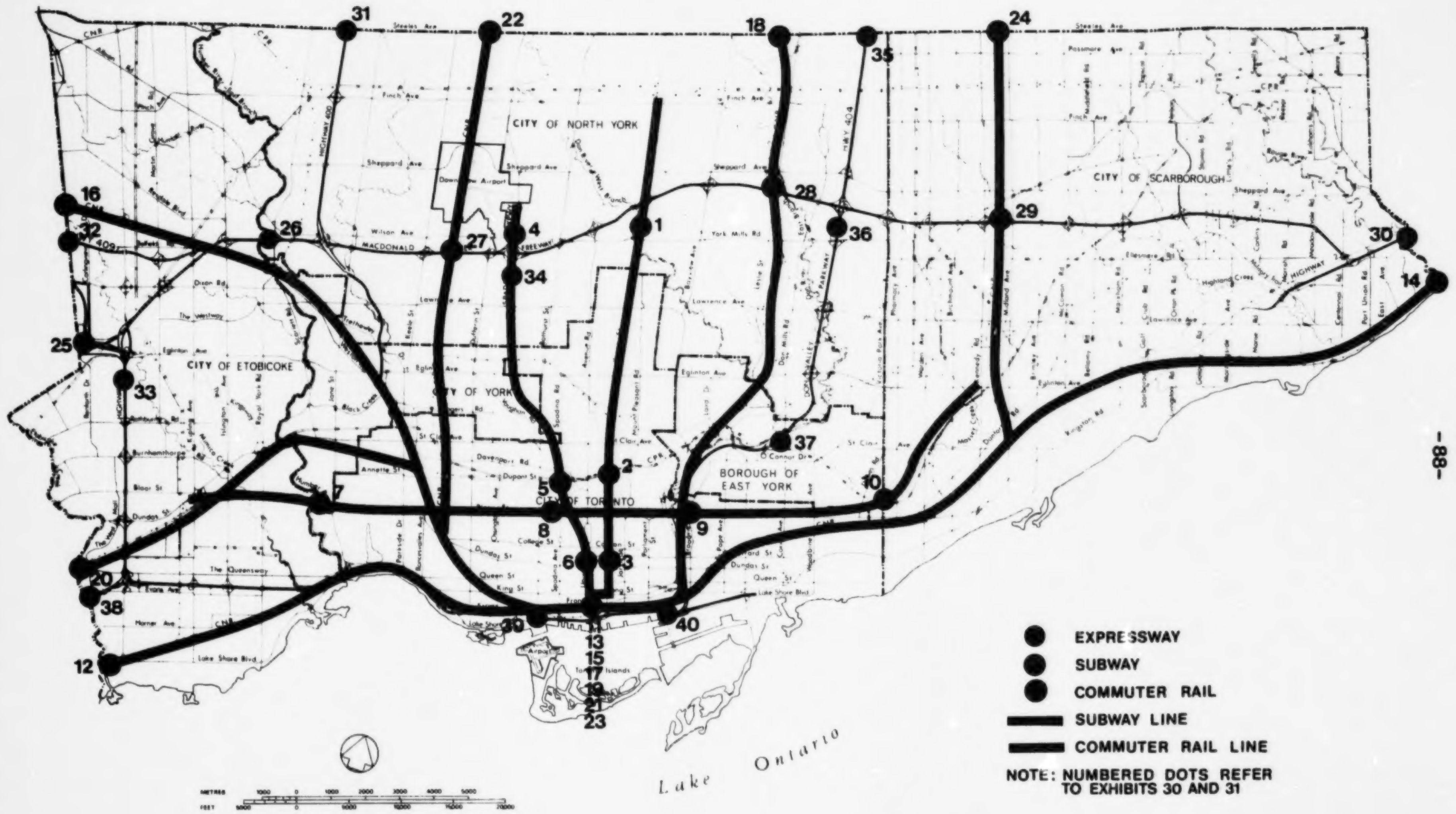
SCREENLINE (See Exhibit 1)	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound					4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound					7:00 A.M.-7:00 P.M. Two-way Totals				
	Total Vehicles	2 year (total) %Change	% Trucks	% Transit Vehs.	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	% Transit Vehs.	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	% Transit Vehs.	Avg. Auto Occ.
West Metro Boundary															
1975	38,918		11.6%	0.3%	1.24	40,347		10.4%	0.4%	1.37	319,525		17.2%	0.4%	1.34
1977	47,928	+ 23.2%	10.2%	0.4%	1.24	46,696	+ 15.7%	9.5%	0.5%	1.35	363,607	+ 13.8%	16.8%	0.5%	1.33
1979	51,405	+ 7.3%	9.9%	0.5%	1.22	55,004	+ 17.8%	8.2%	0.5%	1.28	417,581	+ 14.8%	14.8%	0.5%	1.28
1981	60,720	+ 18.1%	8.9%	0.5%	1.20	60,039	+ 9.2%	8.3%	0.6%	1.28	470,996	+ 12.8%	13.7%	0.6%	1.25
1983	58,645	- 3.4%	10.0%	0.6%	1.23	58,759	- 2.1%	8.8%	0.6%	1.27	470,302	- 0.1%	14.9%	0.6%	1.27
1985	64,020	+ 9.2%	10.3%	0.5%	1.20	65,139	+ 10.9%	9.9%	0.6%	1.24	517,443	+ 10.0%	14.5%	0.6%	1.23
		(+ 64.5%)					(+ 61.4%)					(+ 61.9%)			
Humber River															
1975	49,343		12.1%	0.4%	1.24	49,230		10.8%	0.5%	1.31	414,970		17.1%	0.5%	1.30
1977	52,214	+ 5.8%	12.0%	0.4%	1.25	51,420	+ 4.4%	11.0%	0.4%	1.33	434,436	+ 4.7%	16.9%	0.5%	1.31
1979	57,013	+ 9.2%	11.2%	0.5%	1.23	60,059	+ 16.8%	9.5%	0.4%	1.29	476,810	+ 9.8%	15.3%	0.5%	1.26
1981	58,374	+ 2.4%	11.4%	0.7%	1.21	60,936	+ 1.5%	9.7%	0.6%	1.29	492,151	+ 3.2%	15.4%	0.7%	1.26
1983	58,338	- 0.1%	12.2%	0.8%	1.23	62,359	+ 2.3%	12.0%	0.7%	1.28	505,495	+ 2.7%	15.9%	0.8%	1.26
1985	59,742	+ 2.4%	11.9%	0.7%	1.21	63,910	+ 2.5%	10.4%	0.7%	1.22	539,088	+ 6.6%	15.6%	0.8%	1.22
		(+ 21.1%)					(+ 29.8%)					(+ 29.9%)			
CN Newmarket Subdivision															
1975	54,679		12.6%	1.1%	1.28	60,138		10.3%	1.1%	1.33	511,321		16.9%	1.2%	1.30
1977	61,570	+ 12.6%	13.6%	1.2%	1.28	65,118	+ 8.3%	11.7%	1.1%	1.38	556,028	+ 8.7%	17.1%	1.2%	1.33
1979	60,718	- 1.4%	14.1%	1.3%	1.28	68,418	+ 5.1%	10.7%	1.1%	1.37	564,154	+ 1.5%	16.6%	1.3%	1.30
1981	66,823	+ 10.1%	11.7%	1.3%	1.24	66,784	- 2.4%	10.9%	1.2%	1.29	586,154	+ 3.9%	15.7%	1.4%	1.26
1983	69,203	+ 3.6%	12.5%	1.5%	1.25	67,687	+ 1.4%	12.8%	1.0%	1.30	618,906	+ 5.6%	12.7%	1.7%	1.27
1985	70,558	+ 2.0%	13.1%	1.5%	1.23	72,382	+ 6.9%	12.2%	1.3%	1.30	623,919	+ 0.8%	16.4%	1.5%	1.26
		(+ 29.0%)					(+ 20.4%)					(+ 22.0%)			
CN Bala Subdivision															
1975	65,956		10.4%	0.8%	1.28	65,723		8.8%	0.8%	1.33	531,306		15.3%	0.9%	1.30
1977	70,588	+ 7.0%	11.0%	0.9%	1.29	71,738	+ 9.2%	9.1%	0.8%	1.32	574,044	+ 8.0%	15.1%	1.0%	1.28
1979	77,680	+ 10.0%	9.6%	0.8%	1.30	75,279	+ 4.9%	7.9%	0.6%	1.29	614,639	+ 7.1%	13.9%	1.0%	1.27
1981	71,976	- 7.3%	9.7%	0.9%	1.26	73,462	- 2.4%	8.3%	0.8%	1.29	607,146	- 1.2%	13.9%	1.1%	1.26
1983	76,162	+ 5.8%	10.9%	1.2%	1.25	77,786	+ 5.9%	8.8%	1.5%	1.27	654,765	+ 7.8%	14.4%	1.2%	1.25
1985	76,574	+ 0.5%	11.4%	1.2%	1.25	80,193	+ 3.1%	9.2%	1.0%	1.27	679,423	+ 3.8%	14.4%	1.2%	1.25
		(+ 16.1%)					(+ 22.0%)					(+ 27.9%)			
CN Uxbridge Subdivision															
1975	34,830		11.2%	0.8%	1.28	36,002		9.9%	0.7%	1.36	263,025		16.6%	1.0%	1.35
1977	40,375	+ 15.9%	9.8%	0.8%	1.27	39,421	+ 9.5%	8.5%	0.6%	1.29	287,337	+ 9.2%	15.9%	0.9%	1.31
1979	41,647	+ 3.2%	9.2%	0.9%	1.25	42,553	+ 7.9%	6.4%	0.8%	1.31	303,691	+ 5.7%	13.6%	1.1%	1.29
1981	45,148	+ 8.4%	8.8%	1.0%	1.25	45,624	+ 7.2%	7.1%	0.8%	1.27	337,136	+ 11.0%	13.3%	1.2%	1.28
1983	49,469	+ 9.6%	9.9%	1.1%	1.24	45,454	- 0.4%	9.7%	1.0%	1.30	349,221	+ 3.6%	15.4%	1.3%	1.28
1985	50,545	+ 2.2%	9.9%	1.3%	1.21	52,296	+ 15.1%	9.7%	1.0%	1.28	379,811	+ 8.8%	14.7%	1.4%	1.26
		(+ 45.1%)					(+ 45.3%)					(+ 44.4%)			

EXHIBIT 43 : (Continued)

SCREENLINE (See Exhibit 1)	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound					4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound					7:00 A.M.-7:00 P.M. Two-way Totals				
	Total Vehicles	2 year (total) %Change	% Trucks	% Transit Vehs.	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	% Transit Vehs.	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	% Transit Vehs.	Avg. Auto Occ.
East Metro Boundary															
1975	7,869		14.6%	0.2%	1.19	7,629		13.6%	0.2%	1.40	57,649		21.4%	0.3%	1.39
1977	11,366	+ 44.4%	12.3%	0.3%	1.24	10,113	+ 32.6%	12.1%	0.1%	1.31	73,166	+ 26.9%	20.4%	0.5%	1.39
1979	11,755	+ 3.4%	9.0%	0.3%	1.22	12,254	+ 21.2%	7.4%	0.2%	1.30	77,185	+ 5.5%	15.2%	0.4%	1.31
1981	12,184	+ 3.6%	9.0%	0.3%	1.21	12,920	+ 5.4%	7.4%	0.3%	1.30	83,932	+ 8.7%	14.7%	0.4%	1.31
1983	13,147	+ 7.9%	10.6%	0.3%	1.26	14,358	+ 11.1%	8.5%	0.4%	1.29	91,465	+ 9.0%	16.3%	0.5%	1.35
1985	14,170	+ 7.8%	8.4%	0.4%	1.19	15,567	+ 8.4%	9.0%	0.3%	1.22	103,339	+ 13.0%	14.9%	0.4%	1.27
		(+ 80.1%)					(+104.1%)					(+ 79.3%)			
Bathurst Street															
1975	23,552		9.8%	1.4%	1.37	27,211		7.8%	1.2%	1.42	207,883		14.7%	1.5%	1.35
1977	25,255	+ 7.2%	10.3%	1.3%	1.34	26,770	- 1.6%	8.3%	1.2%	1.42	210,503	+ 1.3%	14.6%	1.5%	1.35
1979	25,832	+ 2.3%	10.7%	1.3%	1.35	29,155	+ 8.9%	9.1%	1.1%	1.49	218,853	+ 4.0%	15.5%	1.4%	1.35
1981	24,715	- 4.3%	11.6%	1.3%	1.32	25,114	- 13.9%	10.5%	1.3%	1.36	215,578	- 1.5%	16.1%	1.5%	1.32
1983	26,599	+ 7.6%	10.4%	1.2%	1.32	26,670	+ 6.2%	9.7%	1.1%	1.33	226,595	+ 5.1%	14.6%	1.2%	1.28
1985	28,494	+ 7.1%	10.9%	1.1%	1.29	28,323	+ 6.2%	10.2%	1.1%	1.33	237,802	+ 4.9%	15.2%	1.3%	1.29
		(+ 21.0%)					(+ 4.1%)					(+ 14.4%)			
Victoria Park															
1975	8,171		9.4%	0.5%	1.34	8,486		8.1%	0.6%	1.40	54,569		13.0%	0.9%	1.39
1977	7,953	- 2.7%	10.2%	0.6%	1.32	9,202	+ 8.4%	9.9%	0.5%	1.33	55,781	+ 2.2%	13.8%	0.9%	1.37
1979	8,615	+ 8.3%	11.5%	0.8%	1.29	8,912	- 3.2%	10.4%	0.4%	1.38	57,887	+ 3.8%	14.8%	1.0%	1.35
1981	9,198	+ 6.8%	11.2%	0.7%	1.32	8,786	- 1.4%	11.8%	0.5%	1.39	59,255	+ 2.4%	15.0%	1.0%	1.35
1983	8,166	- 11.2%	11.6%	0.8%	1.29	8,447	- 3.9%	10.7%	0.3%	1.37	57,562	- 2.9%	15.2%	1.0%	1.32
1985	8,243	+ 0.9%	10.6%	1.0%	1.33	9,150	+ 8.3%	10.9%	0.4%	1.34	59,461	+ 3.3%	14.4%	0.9%	1.33
		(+ 0.9%)					(+ 7.8%)					(+ 9.0%)			
North Metro Boundary															
1975	26,242		14.8%	0.4%	1.25	28,073		15.2%	0.4%	1.38	204,148		19.4%	0.4%	1.34
1977	31,279	+ 19.2%	14.1%	0.6%	1.24	31,789	+ 13.2%	12.1%	0.6%	1.31	233,918	+ 14.6%	18.5%	0.6%	1.30
1979	33,921	+ 8.4%	12.3%	0.6%	1.22	34,664	+ 9.0%	9.5%	0.5%	1.28	254,150	+ 8.6%	16.2%	0.6%	1.28
1981	41,222	+ 21.5%	11.5%	0.6%	1.25	42,177	+ 21.7%	11.1%	0.5%	1.29	316,125	+ 24.4%	16.2%	0.6%	1.28
1983	47,418	+ 15.0%	12.0%	0.7%	1.21	49,469	+ 17.3%	11.5%	0.5%	1.27	360,293	+ 14.0%	16.9%	0.7%	1.26
1985	54,535	+ 15.0%	11.3%	0.7%	1.23	54,357	+ 9.9%	10.8%	0.5%	1.28	429,574	+ 19.2%	15.8%	0.6%	1.26
		(+107.8%)					(+ 93.6%)					(+110.4%)			
Highway 401 North															
1975	86,922		13.9%	0.7%	1.24	88,169		11.5%	0.7%	1.34	775,980		16.7%	0.8%	1.31
1977	89,484	+ 2.9%	11.8%	0.9%	1.23	95,094	+ 7.9%	9.4%	0.7%	1.31	818,229	+ 5.4%	14.8%	0.9%	1.29
1979	92,753	+ 3.7%	10.3%	0.9%	1.21	101,039	+ 6.3%	8.1%	0.7%	1.27	870,260	+ 6.4%	13.1%	0.9%	1.26
1981	99,805	+ 7.6%	11.4%	0.9%	1.20	109,435	+ 8.3%	8.9%	0.7%	1.27	929,335	+ 6.8%	13.2%	0.9%	1.25
1983	104,750	+ 5.0%	12.6%	1.0%	1.23	113,473	+ 3.7%	10.3%	0.8%	1.28	1,000,944	+ 7.7%	14.3%	1.0%	1.27
1985	113,673	+ 8.5%	11.8%	1.2%	1.25	117,438	+ 3.5%	10.3%	0.9%	1.25	(Only Peak Periods counted in 1985)				
		(+ 30.8%)					(+ 33.2%)					(+ 29.0%)			

EXHIBIT 43 : (Continued)

S C R E E N L I N E	7:00 A.M. - 9:00 A.M. A.M. Peak Period - Inbound					4:00 P.M. - 6:00 P.M. P.M. Peak Period - Outbound					7:00 A.M.-7:00 P.M. Two-way Totals				
(See Exhibit 1)	Total Vehicles	2 year (total) %Change	% Trucks	% Transit Vehs.	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	% Transit Vehs.	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	% Transit Vehs.	Avg. Auto Occ.
Highway 401 South															
1975	92,100		12.8%	0.7%	1.24	95,137		10.7%	0.5%	1.33	835,118		16.0%	0.7%	1.31
1977	102,631	+ 11.4%	10.7%	0.9%	1.25	108,919	+ 14.5%	9.4%	0.6%	1.32	922,460	+ 10.5%	14.3%	0.9%	1.29
1979	110,657	+ 7.8%	9.4%	0.9%	1.21	114,690	+ 5.3%	7.6%	0.7%	1.28	999,264	+ 8.3%	12.6%	0.8%	1.26
1981	111,738	+ 1.0%	10.1%	0.9%	1.20	122,908	+ 7.2%	7.7%	0.7%	1.27	1,052,002	+ 5.3%	12.2%	0.9%	1.25
1983	115,054	+ 3.0%	11.7%	1.1%	1.23	119,017	- 3.2%	10.0%	0.9%	1.29	1,075,973	+ 2.3%	14.3%	1.0%	1.27
1985	120,507	+ 4.7%	11.1%	1.2%	1.20	129,708	+ 9.0%	9.9%	0.9%	1.26	1,141,588	+ 6.1%	13.6%	1.0%	1.25
		(+ 30.8%)					(+ 36.3%)					(+ 36.7%)			
Eglinton Avenue															
1975	56,514		8.6%	1.2%	1.27	56,551		7.9%	1.1%	1.35	477,570		13.1%	1.3%	1.31
1977	59,036	+ 4.5%	8.6%	1.3%	1.27	62,488	+ 10.5%	7.2%	1.0%	1.32	494,545	+ 3.6%	12.1%	1.3%	1.30
1979	59,412	+ 0.6%	7.9%	1.3%	1.26	61,585	- 1.4%	6.9%	1.0%	1.31	511,093	+ 3.3%	11.5%	1.3%	1.28
1981	60,475	+ 1.8%	8.5%	1.3%	1.25	61,939	+ 0.6%	7.2%	1.2%	1.29	531,637	+ 4.0%	11.7%	1.3%	1.26
1983	60,240	- 0.4%	9.8%	1.4%	1.25	63,567	+ 2.6%	8.3%	1.2%	1.33	546,853	+ 2.9%	12.9%	1.4%	1.29
1985	62,930	+ 4.5%	9.9%	1.5%	1.23	63,681	+ 0.2%	9.3%	1.3%	1.29	574,688	+ 5.1%	12.9%	1.4%	1.27
		(+ 11.4%)					(+ 12.6%)					(+ 20.3%)			
CP North Toronto Sub.															
1975	19,583		7.7%	1.9%	1.34	23,627		6.1%	1.5%	1.40	176,987		11.0%	1.8%	1.40
1977	20,671	+ 5.6%	8.6%	2.0%	1.34	23,155	- 2.0%	6.6%	1.6%	1.38	180,527	+ 2.0%	11.2%	2.0%	1.35
1979	19,860	- 3.9%	9.7%	1.6%	1.31	22,949	- 0.9%	8.4%	1.2%	1.36	180,742	+ 0.1%	12.7%	1.5%	1.33
1981	20,346	+ 2.4%	9.6%	1.6%	1.28	23,217	+ 1.2%	8.3%	1.1%	1.35	182,379	+ 0.9%	12.6%	1.6%	1.32
1983	20,097	- 1.2%	9.7%	1.8%	1.28	22,975	- 1.0%	8.6%	1.2%	1.36	186,268	+ 2.1%	12.2%	1.7%	1.30
1985	21,040	+ 4.7%	9.6%	1.6%	1.28	23,675	+ 3.0%	8.4%	1.2%	1.34	192,518	+ 3.4%	12.4%	1.4%	1.31
		(+ 7.4%)					(+ 0.2%)					(+ 8.8%)			
Taylor Creek															
1975	18,679		8.4%	1.0%	1.31	16,950		8.6%	1.3%	1.39	154,319		13.5%	1.2%	1.32
1977	18,452	- 1.2%	7.9%	1.1%	1.26	18,947	+ 11.8%	6.1%	1.2%	1.32	160,123	+ 3.8%	11.7%	1.3%	1.29
1979	18,826	+ 2.0%	7.0%	1.1%	1.28	17,312	- 8.6%	5.6%	1.3%	1.32	165,901	+ 3.6%	10.6%	1.2%	1.29
1981	17,256	- 8.3%	6.0%	1.2%	1.25	15,795	- 8.8%	5.5%	1.3%	1.32	155,994	- 6.0%	10.0%	1.2%	1.25
1983	18,297	+ 6.0%	9.3%	1.3%	1.28	17,426	+ 10.3%	8.9%	1.3%	1.25	169,870	+ 8.9%	13.0%	1.1%	1.23
1985	18,553	+ 1.4%	9.4%	1.6%	1.25	19,301	+ 10.8%	9.5%	1.3%	1.23	172,903	+ 1.8%	13.6%	1.4%	1.24
		(- 0.7%)					(+ 13.9%)					(+ 12.0%)			


CITY OF NORTH YORK
CITY OF SCARBOROUGH
CITY OF ETOBICOKE
CITY OF YORK
CITY OF TORONTO
BOROUGH OF EAST YORK
Lake Ontario
Steeles Ave
Finch Ave
Sheppard Ave
Wilson Ave
MACDONALD
HIGHWAY 400
HWY 404
DON VALLEY PARKWAY
Lawrence Ave
Eglinton Ave
St Clair Ave
Davenport Rd
Dupont St
Bloor St
Dundas St
College St
Queen St
King St
Lake Shore Blvd
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● EXPRESSWAY
● SUBWAY
● COMMUTER RAIL
SUBWAY LINE
COMMUTER RAIL LINE
NOTE: NUMBERED DOTS REFER TO EXHIBITS 30 AND 31
METRES 1000 0 1000 2000 3000 4000 5000
FEET 5000 0 5000 10000 15000 20000

EXHIBIT 44 :
LOCATIONS OF SELECTED COUNTS ON MAJOR TRANSPORTATION FACILITIES

METRO CORDON COUNT PROGRAM 1985

EXHIBIT 45 : SELECTED COUNTS ON MAJOR TRANSIT FACILITIES

LOCATION (See Exhibit 44)	A.M. Peak Hour - Inbound			P.M. Peak Hour - Outbound			7:00 A.M.-7:00 P.M. - Two-way		
	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change
YONGE SUBWAY									
1. N of York Mills Station									
1975	9,045			8,867			53,918		
1977	9,985	+ 10.4%		9,694	+ 9.3%		63,190	+ 17.2%	
1979	10,184	+ 2.0%	+ 12.6%	10,772	+ 11.1%	+ 21.5%	67,588	+ 7.0%	+ 25.4%
1981	11,820	+ 16.1%	+ 30.7%	11,045	+ 2.5%	+ 24.6%	79,141	+ 17.1%	+ 46.8%
1983	11,823	.0%	+ 30.7%	11,038	- 0.1%	+ 24.5%	78,661	- 0.6%	+ 45.9%
1985	14,780	+ 25.0%	+ 63.4%	12,003	+ 8.7%	+ 35.4%	92,213	+ 17.2%	+ 71.0%
2. N of Rosedale Station									
1975	21,018			19,706			165,753		
1977	26,598	+ 26.5%		19,973	+ 1.4%		182,741	+ 10.2%	
1979	18,638	- 29.9%	- 11.3%	17,619	- 11.8%	- 10.6%	151,999	- 16.8%	- 8.3%
1981	21,320	+ 14.4%	+ 1.4%	18,269	+ 3.7%	- 7.3%	179,124	+ 17.8%	+ 8.1%
1983	20,744	- 2.7%	- 1.3%	19,146	+ 4.8%	- 2.8%	180,671	+ 0.9%	+ 9.0%
1985	17,161	- 17.3%	- 18.4%	20,075	+ 4.9%	+ 1.9%	180,847	+ 0.1%	+ 9.1%
3. S of College Station									
1975	22,892			19,358			171,802		
1977	29,966	+ 30.9%		23,728	+ 22.6%		186,388	+ 8.5%	
1979	22,119	- 26.2%	- 3.4%	23,271	- 1.9%	+ 20.2%	166,090	- 10.9%	- 3.3%
1981	27,620	+ 24.9%	+ 20.7%	22,679	- 2.5%	+ 17.2%	192,036	+ 15.6%	+ 11.8%
1982*	27,720	(+ 0.4%)	+ 21.1%	25,382	(+ 11.9%)	+ 31.1%	191,767	(- 0.1%)	+ 11.6%
1984*	23,320	- 15.9%	+ 1.9%	20,493	- 19.3%	+ 5.9%	187,037	- 2.5%	+ 8.9%
SPADINA-UNIVERSITY SUBWAY									
4. S of Wilson Station									
1979	2,285			3,266			18,427		
1981	2,723	+ 19.2%		3,337	+ 2.2%		23,684	+ 28.5%	
1983	3,368	+ 23.7%	+ 47.4%	2,454	- 26.5%	- 24.9%	21,932	- 7.4%	+ 19.0%
1985	4,409	+ 30.9%	+ 93.0%	4,048	+ 65.0%	+ 23.9%	31,402	+ 43.2%	+ 70.4%
5. N of Dupont Station									
1979	8,524			7,894			56,167		
1981	11,144	+ 30.7%		9,575	+ 21.3%		66,038	+ 17.6%	
1983	9,845	- 11.7%	+ 15.5%	9,561	- 0.1%	+ 21.1%	70,189	+ 6.3%	+ 25.0%
1985	11,935	+ 21.2%	+ 40.0%	8,842	- 7.5%	+ 12.0%	73,435	+ 4.6%	+ 30.7%

EXHIBIT 45 : (Continued)

LOCATION (See Exhibit 44)	A.M. Peak Hour - Inbound			P.M. Peak Hour - Outbound			7:00 A.M.-7:00 P.M. - Two-way		
	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change
6. S of Queens Pk Station									
1975	13,871			9,476			58,882		
1977	9,360	- 32.5%		8,364	- 11.7%		50,631	- 14.0%	
1979	14,312	+ 52.9%	+ 3.2%	14,029	+ 67.7%	+ 48.0%	80,326	+ 58.6%	+ 36.4%
1981	16,553	+ 15.7%	+ 19.3%	13,000	- 7.3%	+ 37.2%	87,324	+ 8.7%	+ 48.3%
1982*	16,730	(+ 1.1%)	+ 20.6%	14,595	(+ 12.3%)	+ 54.0%	89,493	(+ 2.5%)	+ 52.0%
1984*	16,873	+ 0.9%	+ 21.6%	13,863	- 5.0%	+ 46.3%	89,486	.0%	+ 52.0%
BLOOR-DANFORTH SUBWAY									
7. W of Jane Station									
1975	9,097			8,468			71,811		
1977	9,923	+ 9.1%		8,959	+ 5.8%		63,191	- 12.0%	
1979	9,945	+ 0.2%	+ 9.3%	10,340	+ 15.4%	+ 22.1%	67,311	+ 6.5%	- 6.3%
1981	11,335	+ 14.0%	+ 24.6%	8,071	- 21.9%	- 4.7%	71,913	+ 6.8%	+ 0.1%
1983	11,934	+ 5.3%	+ 31.2%	9,516	+ 17.9%	+ 12.4%	82,457	+ 14.7%	+ 14.8%
1985	11,925	- 0.1%	+ 31.1%	9,828	+ 3.3%	+ 16.1%	77,634	- 5.8%	+ 8.1%
8. W of Spadina Station									
1975	23,521			19,807			148,594		
1977	22,956	- 2.4%		20,254	+ 2.3%		152,927	+ 2.9%	
1979	17,103	- 25.5%	- 27.3%	22,539	+ 11.3%	+ 13.8%	145,131	- 5.1%	- 2.3%
1981	21,266	+ 24.3%	- 9.6%	19,305	- 14.3%	- 2.5%	154,925	+ 6.7%	+ 4.3%
1983	20,791	- 2.2%	- 11.6%	20,035	+ 3.8%	+ 1.2%	162,290	+ 4.8%	+ 9.2%
1985	21,161	+ 1.8%	- 10.0%	15,966	- 20.3%	- 19.4%	167,425	+ 3.2%	+ 12.7%
9. W of Broadview Station									
1975	18,028			18,917			130,213		
1977	16,750	- 7.1%		19,403	+ 2.6%		118,881	- 8.7%	
1979	17,682	+ 5.6%	- 1.9%	16,120	- 16.9%	- 14.8%	118,119	- 0.6%	- 9.3%
1981	22,560	+ 27.6%	+ 25.1%	17,777	+ 10.3%	- 6.0%	142,198	+ 20.4%	+ 9.2%
1983	20,887	- 7.4%	+ 15.9%	19,057	+ 7.2%	+ 0.7%	142,222	.0%	+ 9.2%
1985	18,531	- 11.3%	+ 2.8%	20,613	+ 8.2%	+ 9.0%	146,511	+ 3.0%	+ 12.5%
10. W of Victoria Pk Station									
1975	10,313			8,822			70,021		
1977	11,219	+ 8.8%		10,737	+ 21.7%		71,105	+ 1.5%	
1979	10,782	- 3.9%	+ 4.5%	9,898	- 7.8%	+ 12.2%	65,965	- 7.2%	- 5.8%
1981	14,450	+ 34.0%	+ 40.1%	9,921	+ 0.2%	+ 12.5%	78,563	+ 19.1%	+ 12.2%
1983	11,866	- 17.9%	+ 15.1%	9,330	- 6.0%	+ 5.8%	75,759	- 3.6%	+ 8.2%
1985	13,823	+ 16.5%	+ 34.0%	12,024	+ 28.9%	+ 36.3%	88,372	+ 16.6%	+ 26.2%

EXHIBIT 45 : (Continued)

LOCATION (See Exhibit 44)	A.M. Peak Hour - Inbound			P.M. Peak Hour - Outbound			7:00 A.M.-7:00 P.M. - Two-way		
	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change
GO COMMUTER RAIL **									
11. Lakeshore West at Union									
1977	4,068			4,071			14,449		
1979	4,986	+ 22.6%		4,815	+ 18.3%		16,675	+ 15.4%	
1981	7,142	+ 43.2%	+ 75.6%	6,194	+ 28.6%	+ 52.1%	21,999	+ 31.9%	+ 52.3%
1983	6,301	- 11.8%	+ 54.9%	5,015	- 19.0%	+ 23.2%	19,316	- 12.2%	+ 33.7%
1985	6,976	+ 10.7%	+ 71.5%	5,305	+ 5.8%	+ 30.3%	20,813	+ 7.8%	+ 44.0%
12. Lakeshore at Etobicoke Cr									
1977	3,793			3,864			12,965		
1979	4,766	+ 25.7%		3,943	+ 2.0%		14,485	+ 11.7%	
1981	5,972	+ 25.3%	+ 57.4%	5,705	+ 44.7%	+ 47.6%	19,427	+ 34.1%	+ 49.8%
1983	5,896	- 1.3%	+ 55.4%	4,624	- 18.9%	+ 19.7%	17,242	- 11.2%	+ 33.0%
1985	6,555	+ 11.2%	+ 72.8%	4,934	+ 6.7%	+ 27.7%	18,560	+ 7.6%	+ 43.2%
13. Lakeshore East at Union									
1977	2,976			2,343			10,061		
1979	3,054	+ 2.6%		3,069	+ 31.0%		12,365	+ 22.9%	
1981	4,272	+ 39.9%	+ 43.5%	3,874	+ 26.2%	+ 65.3%	15,108	+ 22.2%	+ 50.2%
1983	4,029	- 5.7%	+ 35.4%	3,477	- 10.2%	+ 48.4%	14,011	- 7.3%	+ 39.3%
1985	3,975	- 1.3%	+ 33.6%	4,298	+ 23.6%	+ 83.4%	16,128	+ 15.1%	+ 60.3%
14. Lakeshore at Rouge River									
1977	1,499			1,151			5,458		
1979	1,498	- 0.1%		1,518	+ 31.9%		6,771	+ 24.1%	
1981	2,135	+ 42.5%	+ 42.4%	1,906	+ 25.6%	+ 65.6%	8,038	+ 18.7%	+ 47.3%
1983	2,280	+ 6.8%	+ 52.1%	1,827	- 4.1%	+ 58.7%	8,138	+ 1.2%	+ 49.1%
1985	2,223	- 2.5%	+ 48.3%	2,409	+ 31.9%	+109.3%	9,438	+ 16.0%	+ 72.9%
15. Georgetown at Union									
1977	1,729			1,842			3,910		
1979	1,871	+ 8.2%		1,788	- 2.9%		4,113	+ 5.2%	
1981	2,215	+ 18.4%	+ 28.1%	2,171	+ 21.4%	+ 17.9%	5,082	+ 23.6%	+ 30.0%
1983	1,880	- 15.1%	+ 8.7%	2,024	- 6.8%	+ 9.9%	4,593	- 9.6%	+ 17.5%
1985	2,137	+ 13.7%	+ 23.6%	2,207	+ 9.0%	+ 19.8%	5,134	+ 11.8%	+ 31.3%

EXHIBIT 45 : (Continued)

LOCATION (See Exhibit 44)	A.M. Peak Hour - Inbound			P.M. Peak Hour - Outbound			7:00 A.M.-7:00 P.M. - Two-way		
	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change
16. Georgetown at Indian Line									
1977	1,572			1,535			3,195		
1979	1,650	+ 5.0%		1,586	+ 3.3%		3,430	+ 7.4%	
1981	1,973	+ 19.6%	+ 25.5%	1,950	+ 23.0%	+ 27.0%	4,211	+ 22.8%	+ 31.8%
1983	1,629	- 17.4%	+ 3.6%	1,809	- 7.2%	+ 17.9%	3,704	- 12.0%	+ 15.9%
1985	1,794	+ 10.1%	+ 14.1%	1,611	- 10.9%	+ 5.0%	4,094	+ 10.5%	+ 28.1%
17. Richmond Hill at Union									
1979	1,091			943			2,034		
1981	1,239	+ 13.6%		1,083	+ 14.8%		2,322	+ 14.2%	
1983	999	- 19.4%	- 8.4%	881	- 18.7%	- 6.6%	1,880	- 19.0%	- 7.6%
1985	1,163	+ 16.4%	+ 6.6%	1,039	+ 17.9%	+ 10.2%	2,202	+ 17.1%	+ 8.3%
18. Richmond Hill at Steeles									
1979	444			405			849		
1981	555	+ 25.0%		489	+ 20.7%		1,044	+ 23.0%	
1983	411	- 25.9%	- 7.4%	372	- 23.9%	- 8.1%	783	- 25.0%	- 7.8%
1985	528	+ 28.5%	+ 18.9%	467	+ 25.5%	+ 15.3%	995	+ 27.1%	+ 17.2%
19. Milton at Union									
1983	1,668			1,793			3,461		
1985	2,439	+ 46.2%		2,244	+ 25.2%		4,683	+ 35.3%	
20. Milton at Etobicoke Cr									
1983	1,868			1,920			3,788		
1985	2,639	+ 41.3%		2,387	+ 24.3%		5,026	+ 32.7%	
21. Bradford at Union									
1983	367			316			683		
1985	371	+ 1.1%		373	+ 18.0%		744	+ 8.9%	
22. Bradford at Steeles									
1983	367			316			683		
1985	371	+ 1.1%		373	+ 18.0%		744	+ 8.9%	

EXHIBIT: 45 (Continued)

LOCATION (See Exhibit 44)	A.M. Peak Hour - Inbound			P.M. Peak Hour - Outbound			7:00 A.M.-7:00 P.M. - Two-way		
	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change	Transit Passengers	2 year (1 year) % Change	Cumulative % Change
23. Stouffville at Union									
1983	360			334			694		
1985	612	+ 70.0%		489	+ 46.4%		1,101	+ 58.6%	
24. Stouffville at Steeles									
1983	210			183			393		
1985	343	+ 63.3%		309	+ 68.9%		652	+ 65.9%	

NOTES:

* Note different years for Downtown Core locations
** 1975 GO Commuter Rail not presented - see text

Spadina Subway opened January, 1978
Georgetown GO line opened April, 1974
Richmond Hill GO line opened May, 1978
Milton GO line opened October, 1981
Bradford & Stouffville GO lines opened April, 1983

EXHIBIT 46 : SELECTED COUNTS ON EXPRESSWAYS

LOCATION (See Exhibit 44)	A.M. Peak Hour - Inbound (except where noted by #)				P.M. Peak Hour - Outbound (except where noted by #)				7:00 A.M.-7:00 P.M. (Two-way Totals)			
	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.
HIGHWAY 401												
25. At West Metro Boundary												
1975 *	3,207		20.8%	1.19	2,986		16.7%	1.37	56,290		27.9%	1.33
1977	7,159	+123.2%	13.6%	1.20	5,873	+ 96.7%	14.8%	1.31	84,371	+ 49.9%	24.5%	1.33
1979	7,744	+ 8.2%	10.8%	1.20	6,629	+ 12.9%	10.5%	1.14	98,695	+ 17.0%	18.9%	1.19
1981	8,489	+ 9.6%	10.6%	1.16	8,528	+ 28.6%	9.9%	1.22	119,571	+ 21.2%	18.4%	1.20
1983	7,980	- 6.0%	10.3%	1.22	7,864	- 7.8%	9.5%	1.20	128,183	+ 7.2%	18.5%	1.24
1985	7,056	- 11.6%	11.0%	1.15	7,426	- 5.6%	14.9%	1.07	124,181	- 3.1%	18.9%	1.17
		(+120.0%)				(+148.7%)				(+120.6%)		
26. At Humber River												
1975	9,385#		15.9%	1.13	9,464#		14.7%	1.28	152,209		21.8%	1.26
1977	10,771#	+ 14.8%	15.9%	1.12	10,372#	+ 9.6%	17.6%	1.16	166,312	+ 9.3%	22.7%	1.23
1979	10,973#	+ 1.9%	11.5%	1.10	11,601#	+ 11.8%	12.0%	1.22	183,102	+ 10.1%	18.2%	1.19
1981	10,523#	- 4.1%	14.2%	1.13	11,172	- 3.7%	10.7%	1.22	189,797	+ 3.7%	18.1%	1.20
1983	11,726#	+ 11.4%	11.0%	1.11	11,798	+ 5.6%	11.8%	1.22	201,945	+ 6.4%	18.6%	1.22
1985	12,282#	+ 4.7%	11.5%	1.12	10,580	- 10.3%	14.2%	1.17	199,989	- 1.0%	18.7%	1.19
		(+ 30.9%)				(+ 11.8%)				(+ 31.4%)		
27. At CN Newmarket Sub.												
1975	8,835#		10.7%	1.10	10,275#		11.0%	1.20	140,828		17.5%	1.22
1977	11,479#	+ 29.9%	13.9%	1.12	11,247#	+ 9.5%	15.4%	1.37	169,429	+ 20.3%	19.6%	1.29
1979	12,139#	+ 5.7%	10.2%	1.10	11,093#	- 1.4%	10.6%	1.22	169,699	+ 0.2%	17.8%	1.23
1981	12,024#	- 0.9%	11.2%	1.15	11,112	+ 0.2%	13.3%	1.19	190,481	+ 12.2%	15.7%	1.19
1983	11,371#	- 5.4%	8.8%	1.14	10,083#	- 9.3%	10.6%	1.16	189,371	- 0.6%	16.0%	1.21
1985	11,429#	+ 0.5%	10.0%	1.09	11,105	+ 10.1%	12.3%	1.17	182,892	- 3.4%	16.5%	1.17
		(+ 29.4%)				(+ 8.1%)				(+ 29.9%)		
28. At CN Bala Subdivision												
1975	9,335		11.9%	1.16	7,496		12.6%	1.21	127,352		21.0%	1.23
1977	10,388	+ 11.3%	13.7%	1.21	10,596	+ 41.4%	11.6%	1.25	153,645	+ 20.6%	20.8%	1.21
1979	11,494	+ 10.6%	9.0%	1.12	10,170	- 4.0%	6.9%	1.15	165,458	+ 7.7%	16.2%	1.18
1981	8,057#	- 29.9%	12.4%	1.09	8,015#	- 21.2%	17.6%	1.21	150,882	- 8.8%	17.5%	1.18
1983	12,010	+ 49.1%	10.7%	1.20	11,008	+ 37.3%	10.2%	1.14	183,883	+ 21.9%	17.3%	1.20
1985	11,224	- 6.5%	10.2%	1.15	10,493	- 4.7%	10.1%	1.16	192,453	+ 4.7%	16.5%	1.18
		(+ 20.2%)				(+ 40.0%)				(+ 51.1%)		

* Highway 401 west of West Metro Boundary under construction May/June, 1975

EXHIBIT 46 : (Continued)

LOCATION (See Exhibit 44)	A.M. Peak Hour - Inbound (except where noted by #)				P.M. Peak Hour - Outbound (except where noted by #)				7:00 A.M.-7:00 P.M. (Two-way Totals)			
	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.
29. At CN Uxbridge Sub.												
1975	7,403		12.1%	1.22	6,478		12.3%	1.28	92,113		20.4%	1.32
1977	9,061	+ 22.4%	12.1%	1.24	8,187	+ 26.4%	10.5%	1.23	106,631	+ 15.8%	20.4%	1.28
1979	8,628	- 4.8%	8.7%	1.24	7,991	- 2.4%	6.5%	1.23	110,282	+ 3.4%	15.9%	1.24
1981	9,916	+ 14.9%	8.3%	1.26	8,386	+ 4.9%	7.8%	1.24	124,774	+ 13.1%	15.4%	1.24
1983	11,290	+ 13.9%	8.0%	1.10	7,611	- 9.2%	9.2%	1.11	129,150	+ 3.5%	17.0%	1.25
1985	10,234	- 9.4%	8.7%	1.11	8,999	+ 18.2%	8.3%	1.21	141,286	+ 9.4%	15.1%	1.20
		(+ 38.2%)				(+ 38.9%)				(+ 53.4%)		
30. At East Metro Boundary												
1975	3,337		14.1%	1.18	3,210		13.9%	1.37	44,723		22.8%	1.38
1977	4,963	+ 48.7%	12.5%	1.22	3,956	+ 23.2%	14.4%	1.32	56,884	+ 27.2%	22.4%	1.40
1979	4,596	- 7.4%	9.0%	1.24	4,906	+ 24.0%	7.0%	1.30	60,123	+ 5.7%	16.5%	1.30
1981	5,266	+ 14.6%	8.8%	1.27	5,184	+ 5.7%	7.2%	1.30	65,172	+ 8.4%	16.2%	1.30
1983	5,640	+ 7.1%	9.0%	1.29	5,663	+ 9.2%	7.8%	1.30	70,663	+ 8.4%	16.4%	1.35
1985	5,948	+ 5.5%	6.4%	1.18	6,562	+ 15.9%	7.9%	1.20	85,526	+ 21.0%	14.2%	1.25
		(+ 78.2%)				(+104.4%)				(+ 91.2%)		
HIGHWAY 400												
31. At North Metro Boundary												
1975	2,690		16.5%	1.20	3,318		20.7%	1.58	34,331		26.1%	1.39
1977	3,104	+ 15.4%	19.9%	1.26	2,928	- 11.8%	19.6%	1.38	38,612	+ 12.5%	27.1%	1.33
1979	2,912	- 6.2%	10.5%	1.16	3,088	+ 5.5%	8.6%	1.17	39,107	+ 1.3%	19.0%	1.24
1981	3,040	+ 4.4%	11.4%	1.17	3,255	+ 5.4%	12.9%	1.28	41,517	+ 6.2%	20.2%	1.26
1983	3,784	+ 24.5%	10.4%	1.17	3,170	- 2.6%	8.3%	1.27	47,857	+ 15.3%	20.0%	1.29
1985	4,778	+ 26.3%	10.0%	1.15	3,509	+ 10.7%	10.6%	1.21	52,881	+ 10.5%	18.2%	1.24
		(+ 77.6%)				(+ 5.8%)				(+ 54.0%)		
HIGHWAY 409												
32. At West Metro Boundary												
1979 *	1,642#		6.3%	1.22	2,093#		8.9%	1.31	23,340		13.5%	1.34
1981	2,089#	+ 27.2%	9.1%	1.22	2,533#	+ 21.0%	7.2%	1.28	28,724	+ 23.1%	15.8%	1.31
1983	1,964#	- 6.0%	7.0%	1.32	2,702#	+ 6.7%	9.1%	1.29	28,089	- 2.2%	16.4%	1.34
1985	2,375#	+ 20.9%	10.0%	1.26	2,156#	- 20.2%	7.4%	1.19	30,438	+ 8.4%	12.9%	1.31
		(+ 44.6%)				(+ 3.0%)				(+ 30.4%)		

* Highway 409 opened August, 1978

EXHIBIT 46 : (Continued)

LOCATION (See Exhibit 44)	A.M. Peak Hour - Inbound (except where noted by #)				P.M. Peak Hour - Outbound (except where noted by #)				7:00 A.M.-7:00 P.M. (Two-way Totals)			
	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.
HIGHWAY 427												
33. South of Highway 401												
1975	5,167#		16.9%	1.17	5,113#		18.1%	1.29	83,891		23.7%	1.30
1977	6,423	+ 24.3%	17.6%	1.29	6,443#	+ 26.0%	16.9%	1.36	99,078	+ 18.1%	23.1%	1.37
1979	6,892#	+ 7.3%	12.8%	1.16	6,420	- 0.4%	12.6%	1.26	107,086	+ 8.1%	18.1%	1.25
1981	7,427	+ 7.8%	12.3%	1.16	7,781#	+ 21.2%	10.3%	1.24	122,641	+ 14.5%	16.6%	1.24
1983	6,306	- 15.1%	10.4%	1.21	6,922#	- 11.0%	8.9%	1.25	110,602	- 9.8%	16.9%	1.28
1985	6,977	+ 10.6%	11.4%	1.12	7,858#	+ 13.5%	9.2%	1.19	120,395	+ 8.9%	16.3%	1.21
		(+ 35.0%)				(+ 53.7%)				(+ 43.5%)		
ALLEN ROAD												
34. South of Highway 401												
1975	1,986		10.1%	1.28	1,904		10.2%	1.29	28,806		14.0%	1.31
1977	2,530	+ 27.4%	9.4%	1.22	2,569	+ 34.9%	8.8%	1.27	40,716	+ 41.3%	12.7%	1.27
1979	2,922	+ 15.5%	5.9%	1.20	3,422	+ 33.2%	5.2%	1.27	50,450	+ 23.9%	8.6%	1.25
1981	2,947#	+ 0.9%	5.2%	1.17	3,474	+ 1.5%	6.5%	1.28	52,377	+ 3.8%	9.1%	1.27
1983	3,154#	+ 7.0%	4.1%	1.13	3,557	+ 2.4%	8.2%	1.27	55,893	+ 6.7%	9.5%	1.26
1985	3,091#	- 2.0%	3.6%	1.18	3,455	- 2.9%	4.9%	1.22	55,271	- 1.1%	7.3%	1.22
		(+ 55.6%)				(+ 81.5%)				(+ 91.9%)		
HWY. 404/DON VALLEY PARKWAY												
35. At North Metro Boundary												
1979 *	1,867		17.5%	1.21	1,721		6.3%	1.20	24,306		15.6%	1.25
1981	2,757	+ 47.7%	10.3%	1.22	3,089	+ 79.5%	10.0%	1.26	37,094	+ 52.6%	15.1%	1.26
1983	3,767	+ 36.6%	11.9%	1.04	3,599	+ 16.5%	11.0%	1.21	42,797	+ 15.4%	16.7%	1.14
1985	3,702	- 1.7%	5.0%	1.16	3,810	+ 5.9%	5.4%	1.20	48,311	+ 12.9%	11.4%	1.21
		(+ 98.3%)				(+121.4%)				(+ 98.8%)		
36. South of Highway 401												
1975	4,925		9.5%	1.27	5,146		7.3%	1.32	79,490		16.0%	1.27
1977	4,921	- 0.1%	7.5%	1.32	5,223	+ 1.5%	14.3%	1.26	88,411	+ 11.2%	15.0%	1.26
1979	5,091	+ 3.5%	6.1%	1.21	5,668	+ 8.5%	6.5%	1.22	104,989	+ 18.8%	11.3%	1.22
1981	5,502	+ 8.1%	6.7%	1.18	6,399	+ 12.9%	5.5%	1.16	108,728	+ 3.6%	10.4%	1.18
1983	5,421	- 1.5%	5.9%	1.24	6,422#	+ 0.4%	3.7%	1.28	109,708	+ 0.9%	10.6%	1.22
1985	5,638#	+ 4.0%	6.6%	1.12	6,021	- 6.2%	4.7%	1.18	115,356	+ 5.1%	9.9%	1.18
		(+ 14.5%)				(+ 17.0%)				(+ 45.1%)		

* Highway 404, Sheppard Ave. to Highway 7, opened November, 1978

EXHIBIT 46 : (Continued)

LOCATION (See Exhibit 44)	A.M. Peak Hour - Inbound (except where noted by #)				P.M. Peak Hour - Outbound (except where noted by #)				7:00 A.M.-7:00 P.M. (Two-way Totals)			
	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.	Total Vehicles	2 year (total) %Change	% Trucks	Avg. Auto Occ.
37. At Taylor Creek												
1975	5,129		7.5%	1.33	5,032		10.1%	1.31	83,237		15.6%	1.28
1977	5,120	- 0.2%	7.6%	1.28	4,756	- 5.5%	6.5%	1.28	85,180	+ 2.3%	13.0%	1.26
1979	5,164	+ 0.9%	6.1%	1.27	4,549	- 4.4%	7.8%	1.17	90,451	+ 6.2%	10.8%	1.26
1981	4,866	- 5.8%	5.4%	1.21	5,457	+ 20.0%	2.9%	1.26	86,381	- 4.5%	9.7%	1.22
1983	5,756	+ 18.3%	8.3%	1.30	4,969	- 8.9%	14.1%	1.12	98,098	+ 13.6%	13.6%	1.22
1985	5,257	- 8.7%	8.6%	1.26	5,043	+ 1.5%	11.7%	1.19	94,297	- 3.9%	14.1%	1.20
		(+ 2.5%)				(+ 0.2%)				(+ 13.3%)		
Q.E.W./GARDINER EXPRESSWAY												
38. At West Metro Boundary												
1975	6,731		7.9%	1.18	6,570		8.5%	1.34	89,494		16.8%	1.30
1977	7,498	+ 11.4%	9.1%	1.29	6,919	+ 5.3%	9.1%	1.34	101,080	+ 12.9%	17.1%	1.35
1979	7,132	- 4.9%	9.3%	1.27	7,024	+ 1.5%	6.2%	1.34	108,260	+ 7.1%	15.3%	1.31
1981	9,140	+ 28.2%	6.0%	1.18	6,778	- 3.5%	5.0%	1.25	117,190	+ 8.2%	11.6%	1.25
1983	7,730	- 15.4%	5.9%	1.28	6,940	+ 2.4%	5.2%	1.16	104,262	- 11.0%	11.6%	1.26
1985	8,191	+ 6.0%	4.4%	1.17	6,900	- 0.6%	5.3%	1.20	109,928	+ 5.4%	10.2%	1.21
		(+ 21.7%)				(+ 5.0%)				(+ 22.8%)		
39. At Bathurst Street												
1975	5,212		8.8%	1.34	6,043		6.6%	1.36	89,480		14.3%	1.29
1977	5,171	- 0.8%	9.5%	1.26	5,685	- 5.9%	7.0%	1.36	91,924	+ 2.7%	14.6%	1.30
1979	5,201	+ 0.6%	11.1%	1.30	6,845	+ 20.4%	7.3%	1.66	96,454	+ 4.9%	14.9%	1.33
1981	5,211	+ 0.2%	11.8%	1.24	5,210	- 23.9%	12.7%	1.28	95,419	- 1.1%	16.2%	1.28
1983	5,935	+ 13.9%	11.6%	1.25	5,898	+ 13.2%	13.2%	1.29	104,008	+ 9.0%	14.1%	1.26
1985	5,713	- 3.7%	12.6%	1.20	5,853	- 0.8%	10.2%	1.25	107,728	+ 3.6%	15.5%	1.25
		(+ 9.6%)				(- 3.1%)				(+ 20.4%)		
40. At Cherry Street												
1975	4,097		10.4%	1.24	4,045		10.3%	1.29	54,559		16.9%	1.28
1977	4,157	+ 1.5%	10.0%	1.26	4,183	+ 3.4%	12.7%	1.24	55,008	+ 0.8%	16.4%	1.24
1979	5,642	+ 35.7%	7.4%	1.55	4,587	+ 9.7%	11.2%	1.30	64,595	+ 17.4%	16.4%	1.35
1981	4,335	- 23.2%	12.5%	1.28	4,337	- 5.5%	9.1%	1.32	62,460	- 3.3%	17.6%	1.27
1983	4,294	- 0.9%	10.7%	1.23	4,048	- 6.7%	12.5%	1.26	63,787	+ 2.1%	16.6%	1.27
1985 *	2,734	- 36.3%	10.8%	1.28	4,614	+ 14.0%	11.1%	1.26	54,172	- 15.1%	17.6%	1.25
		(- 33.3%)				(+ 14.1%)				(- 0.7%)		

* Gardiner Expressway westbound from Leslie St. to Don Valley Parkway closed due to construction, May, 1985